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UP FRONT

The mainstream models may be the cash cow for Porsche these days, but the company's heart, soul and credibility still lies with the sportscars

At last Porsche has allowed the Cayman to break through the in-house glass ceiling and punch to its full potential. As you will see in the News pages in this issue, the Cayman GT4 is here and – if stripped out mid-engined machines are your thing – it looks very exciting indeed. It is a GT in the same mould as the 911 GT3 and at last it's been given an engine that will fully work the chassis. No, it's not quite the 400bhp of the 911, but 380bhp will do, although somewhat bizarrely Porsche has decreed that only a six-speed manual will do. No skin off our nose, but when the GT3 is PDK only, it does seem an odd decision.

“ There is no cynicism to the GT cars. They don't pander to fashion ”

Niche models like the Cayman GT4 are a great illustration of where Porsche is at in 2015. They don't bring home the bacon – that job goes to the Cayenne, Macan, Panamera and 911 (to a lesser extent) – but they reinforce Porsche's ethos and position as a sportscar manufacturer first and foremost. It's an indication of just how important that is to Porsche's image and its position in the market. There is no cynicism to the GT cars. They are not pandering to the style and fashion types. They demand an understanding of proper vehicle dynamics and the compromises that come with them.

The Cayman GT4 will launch at the Geneva motor show, alongside the new GT3 RS. We wish we could tell you more about that one, but we'll have to save it for next month.

STEVE BENNETT
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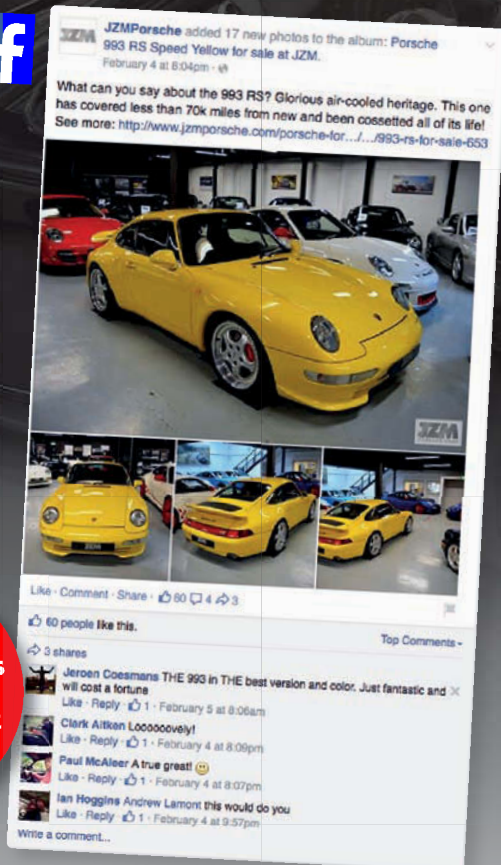
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RHD 997 GT3 RS 4.0L – We are delighted to offer this very special and rare RHD 997 GT3 RS 4.0L. The vehicle is supplied with a fantastic factory options list and looks truly stunning in special order colour, Mexico Blue.



993 RS – We are delighted to offer this sensibly priced LHD 993 RS for sale on behalf of a long-standing JZM customer. This 993 RS is no stranger to JZM as we have previously sold this vehicle and we are very happy to have it back.



LHD 997 GT3 RS – 997 3.8 GT3 RSs are becoming increasingly more and more difficult to source at present, hence we are very proud to offer this LHD RS that we feel represents great value for money given recent prices for RHD examples.



This 997 Turbo S has been sourced directly from Porsche Cars AG and can only be described as exceptional and in original condition as is the immaculate interior. All in all a super vehicle and a rather a nice change to see one in Guards Red.



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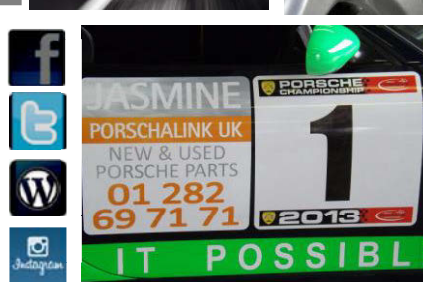


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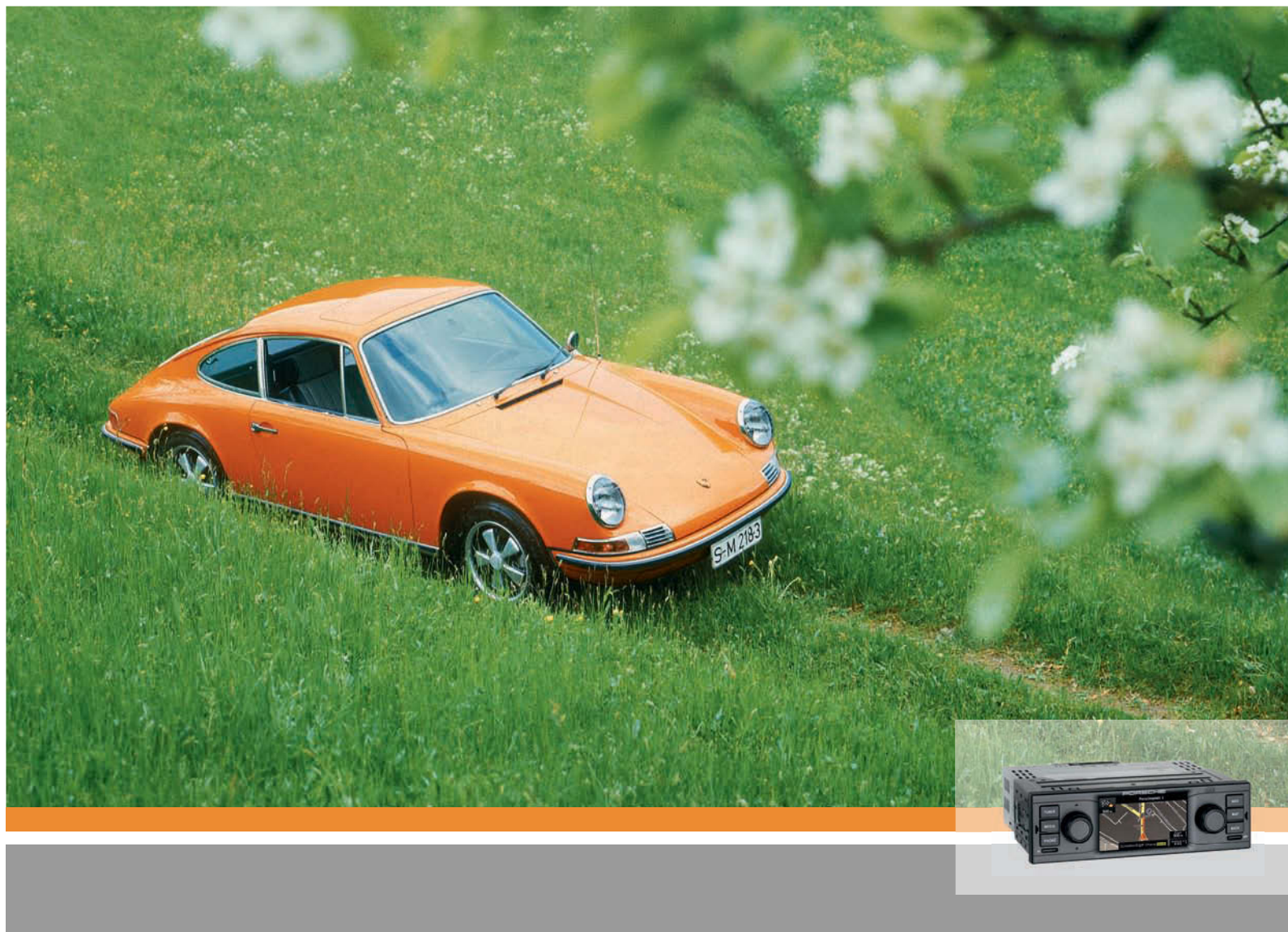


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PORSCHE

ALL THE PORSCHE NEWS

NEWS

At last the Cayman gets the power it deserves. Plus: GT3 RS on the way, 911 to go all turbo, new JAZ premises open, Le Mans camping crisis

CAYMAN GT4 HIGHLIGHTS:

First Cayman with more power than a 911
Engine up from 3.4 to 3.8 litres
380bhp, 310lb ft torque
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0-60mph 4.4sec, 183mph max, out-paces a 911 Carrera
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£2670 interior Clubsport package available



TRACK STAR

New Cayman GT4 is mid-engined equivalent of the 911 GT3

Porsche's new Cayman GT4 is not simply the hottest ever version of its mid-engined coupe, but a clear statement that as a company it is determined to retain its image as the maker of the world's best sports cars, rather than being seen as a supplier of premium SUVs and Mercedes-chasing luxury saloons, which was possibly beginning to happen.

'Porsche will continue to promote radical two-door sports cars now and in the future – sports cars that are developed at the company's Motorsport department in Weissach,' the company says. It speaks of a car 'sharing components and genetic spirit with the iconic 911 GT3', and reports a 7min 40sec Nürburgring lap that 'places the Cayman GT4 emphatically as the new benchmark at the top of its market segment.'

The GT4, priced at £64,451 and which will begin reaching UK customers in the summer, is far more than a tickled up Cayman S or GTS. Engine capacity rises from these cars' 3.4 litres to 3.8, the flat-six producing 380bhp and 310lb ft torque, increases of 13 and 11 per cent respectively over the GTS. This means

that for the first time a Cayman has a higher output than a basic 911 – 35bhp/22lb ft more – thereby upsetting Porsche's carefully orchestrated horsepower hierarchy among models.

Equally telling of its status is that it will not be available with a PDK semi-automatic transmission, every car equipped with a six-speed manual gearbox with dynamic gearbox mounts. The suspension is lowered 30mm over the base Cayman and many 911 GT3 chassis components have been used, while the braking has a special set up.

As well as surpassing the 911 Carrera on engine power, the GT4 is also the first Cayman that out-performs it. While the Cayman GTS is fractionally behind on acceleration and top speed, the newcomer edges ahead of a 911 Carrera not fitted with the optional Sport Chrono Plus by a tiny but immensely symbolic two-tenths of a second to 62mph, at 4.4sec, and tops out at 183mph, 5mph higher.

The GT4 has the looks to match its mechanicals, boasting three aggressively big air intakes in the lower nose section and a hard-to-miss rear wing, which along

with other aero tweaks reduces lift and increases downforce. As with the Cayman GTS, it wears 20-inch alloy wheels.

Inside, there are sports seats with leather/Alcantara trim and a high level of equipment, and with four out of five owners of GT-badged Porsches participating in track days or club motorsport, factory options include a £2670 Clubsport package comprising a rear roll cage, battery disconnect system, and six-point harness. Additionally, ceramic brakes, carbon seats and a special Sport Chrono Package with the Track Precision app are available.

There is no lightweight option that sees more basic cabin trim and the junking of items such as air conditioning and sound deadening, thereby paring mass from the GT4's 1415kg kerb weight (quoted at 5kg less than the GTS). Perhaps that is being reserved for an RS model.

Customers are being asked to pay an additional £9054 over the GTS for the Cayman GT4 – in this price category such a supplement does not look high, hence Porsche might well find selling them an easy business.

Cayman GT4 certainly looks aggressive with front air scoops to the radiators and more flared intakes on the rear wings. Power is a meaty 380bhp. Seats are lifted straight from the 918 Hybrid supercar and it will be available as a manual only



TECHART'S SOUND SENSE

TechArt has revealed its enhancements for the 911 GTS, the most powerful normally aspirated version of the rear-engined sports car. There are two sports exhaust systems, both of which have valve-controlled sound adjustment, one with twin tail pipes at each side, and the other motorsport-style twin central tailpipes.

TechArt's sports springs lower the body, while the Noselift system, operated from a button on the fascia, provides 45mm of ground clearance, its purpose to avoid obstacles such as garage ramps and extreme speed bumps. If not disengaged, Noselift automatic lowers at 60km/h (38mph). The rims shown are the 20-inch diameter Formula IV Race centre lock rims. The bodykit comprises front, roof and tail spoilers and side skirts.

FIND A KEEPER

Want a classic Porsche but don't have the time or knowledge to track down a good one? A new service promises to do that for you, if a 1964-'73 pre-impact bumper Porsche is what you seek, and supply it with a warranty and other benefits.

Oxfordshire-based Bicester Sports and Classic has launched a new arm to its business, BSC Porsche, concentrating on early 911s and operating with the help of a network of specialist Porsche inspectors in the UK, Europe and the US, who will recommend purchase where appropriate.

'We have found that the most original cars are found in warm, dry climates such as the west coast of America,' the firm says, perhaps stating the obvious. 'Sourcing these cars takes time and patience but we believe that they are worth the wait. We prefer original examples over restored cars, which we believe aren't as desirable or as satisfying to drive as an original car.'

After the car is located and acquired, it spends a week at BSC Porsche's workshop near Bicester. 'Everything is cleaned, oiled and checked,' says BSC. 'If a rubber grommet is missing, we replace it.'

Once prepped, the Porsche is delivered to the customer with a Comfort Pack, comprising a 12-month unlimited warranty, a full inspection report including engine compression test results, a year's international breakdown cover, and even 12 months' storage at nearby Historit if required. For more details, call 01296 770966 or visit bscporsche.com



ZERO TO 60 TIME

Porsche needs little encouragement to celebrate anniversaries linked to its heritage, often turning out a limited edition model to mark them, and the latest is the 911 GT3 Club Coupe, introduced to coincide with the 60th birthday of the world's biggest Porsche club, the Porsche Club of America. Unveiled at Porsche's brand new US headquarters – at the quite desirable address of One Porsche Drive, Atlanta – it's based on the 424bhp Carrera GT3, and is all about paint and equipment.

The 911 GT3 Club Coupe is finished in a striking colour specially created for this model, "Club Blau", and wears 20-inch Sport Classic wheels in semi-gloss black and an RS-style ducktail rear wing. The interior is correspondingly fancy, with the trim stitching, seat belts and rev counter in contrasting Carmine Red, and the trim for the fascia, door cards and centre console in carbon-fibre. The glovebox has '60' embossed on it and the fascia trim above it bears the lettering, 'GT3 Club Coupe 60 Years Porsche Club of America.'

Both the six-speed manual and PDK automatic gearboxes are being offered, while standard equipment includes a Sport exhaust, PASM active suspension and a 10mm lowered ride, Sport Chrono Package and dynamic engine mounts. Unsurprisingly, 60 of the GT3 Club Coupe are being built, and 59 of them made available to PCA members in June 2015, priced from \$137,055 (about £89,200). The remaining car will be offered in a members' competition.



JAZZ MOVE TO NEW HOME

Independent Porsche specialists, Jaz, have moved to new bigger workshops at St Albans in Hertfordshire.

The 6000sq ft premises is just minutes from J21A of the M1 or J22 of the M25, with train links direct to London from nearby St Albans station. The new facility is more lavishly equipped than the old, incorporating more ramps and more specialist equipment. On Saturday 3 January, Jaz held an open day to celebrate the move, which proved very popular.

The new address is Unit 18 North Orbital Commercial Park, Napsbury Lane, St Albans, Herts AL1 1XB. Find out more at jazweb.co.uk



NEW GT3 RS LAUNCHES

As *911 & Porsche World* went to press, Porsche was poised to unveil the next generation 911 GT3 RS at the Geneva motor show, a model that is believed to have slipped some nine months behind schedule following the two engine fires that prompted the March 2014 recall of all GT3s delivered, and their engines replaced. The wide-bodied car continues the tradition of past GT3 RS models, its predecessor being the 997-based GT3 RS 4.0 of 2011, with downforce-friendly aerodynamic enhancements, and a normally aspirated engine, despite regular 911s soon to switch over to turbo power.

It is highly likely that the latest RS will sell out very quickly. The 600 911 GT3 RS 4.0s built were all but accounted for even before the official sale date in July 2011. Offered with white paintwork only, it was priced at £128,466, over £18,000 more than a 911 Turbo of the time.

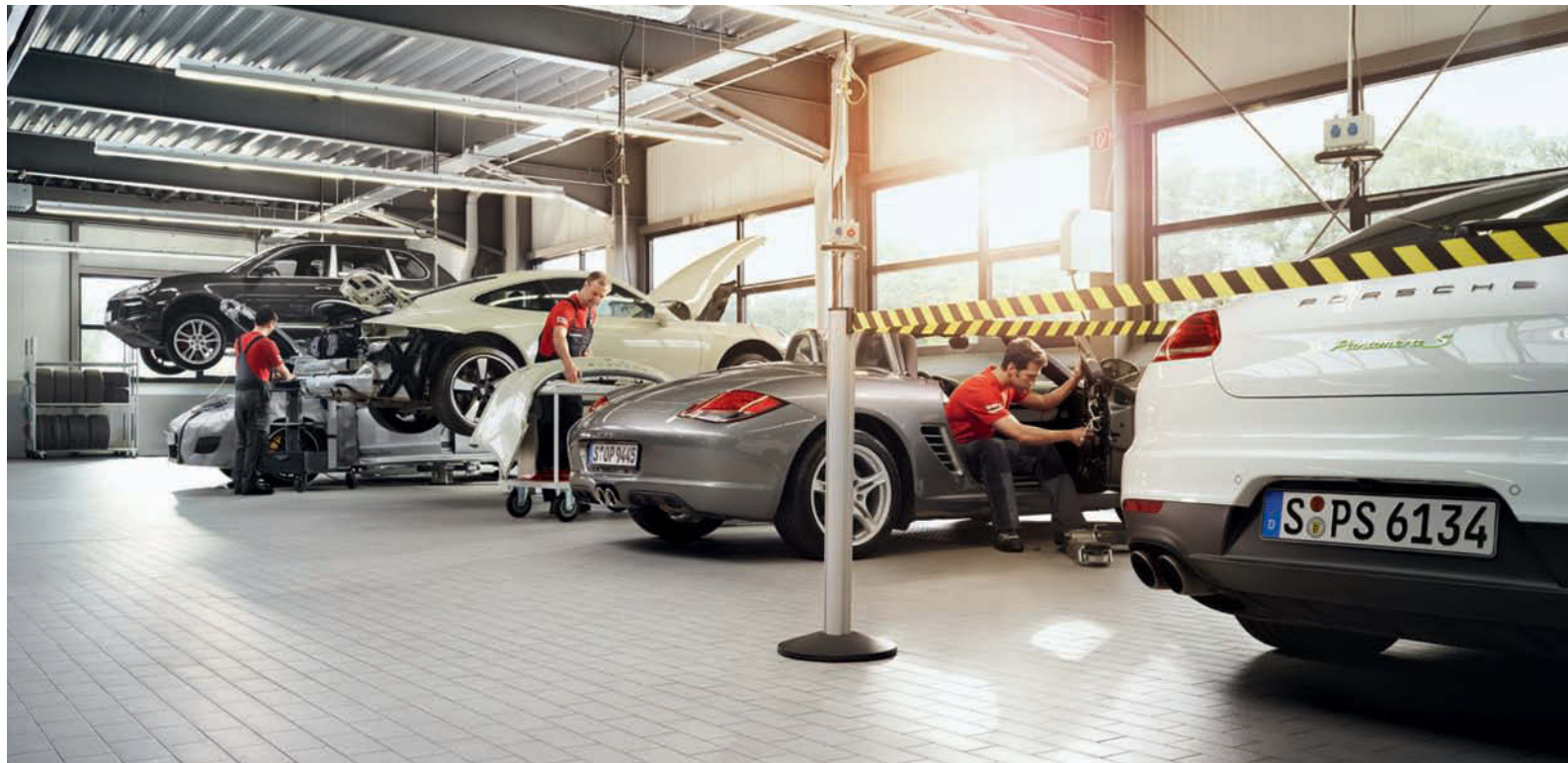
Something over 15,000 GT3s have been sold since the model was first introduced, in 996-series form in 1999, with RS versions an undisclosed but small proportion. The new model is the fourth GT3 RS; 2003 saw the first, with the same power as a standard GT3, but with ultra-firm suspension, a roll cage and stripped out interior. Also white only, it weighed 50kg less than standard GT3.

It was succeeded in 2006 by the 997 GT3 RS, with the same 3.6-litre engine as before, but with power up 34bhp to 415bhp. It used the 44mm wider body from the Carrera 4, and was 20kg lighter than the GT3.

In 2009 the second generation 997 GT3 RS arrived, its 3.8-litre engine producing 444bhp and matched to lowered gear ratios, while the PASM had a special set up, and the front track was widened. In the final week of 997 production the GT3 RS 4.0 was released, its 493bhp 4.0-litre engine the biggest ever in a road 911. Full details of the 991 GT3 RS will appear in our next issue.

Below left to right: 996 GT3 RS made do with same 380bhp as the Gen 2 996 GT3. The 997 GT3 RS, launched in 2006, got a more substantial 415bhp, while 3.8-litre Gen 2 grew to 444bhp and finally the strictly limited GT3 RS 4.0 run out model with a mighty 493bhp





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OUR
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As classic Porsche prices rise, there seems to be a growing business in sourcing the best of these cars. It's a service that can prove invaluable, David Sutherland believes

In these news pages we give some details of a classic Porsche 911 finding service launched by an Oxfordshire firm, BSC Porsche, which will choose the car, prepare it and deliver it with a warranty. The immediate reaction by some might be that this can only add to the cost of these Porsches, which are shooting up in value as it is.

It would be quite hard to ascertain how much extra a BSC Porsche would cost, compared to one sourced privately. But then would it really matter if it was more, indeed a lot more? Sometimes you can't afford to buy the cheapest, and this must be particularly so with pre-1973 911s, which BSC is specialising in.

There can be few cars trickier to buy than early 911s. Putting aside the issues of over four decades of corrosion and a less than straightforward air-cooled engine with equally fiddly items such as the heating system, there is the question of authenticity, which the inexpert eye can rarely detect. Matching engine and chassis numbers, and the current trend for 're-imagining' later cars as something earlier are just two aspects that can complicate a purchase.

The best way to lose money on a classic, even in a rising market, is to buy an inferior example and have to spend a lot of money on it, after which it will still not be as desirable as one that was clean in the first place. So with plenty of true classic Porsche experts out there, many of which specialise in sourcing Porsches, to call on, why not benefit from their knowledge? Or at least have one inspect the car you yourself have found, just in case it's a highly polished basket case? Calling on other people's expertise will cost a bit in the short term. But in the long term it could save a packet.



IT'S OFFICIAL: 911 TO GO ALL TURBO

The future of the 911 is turbocharged, as confirmed by no lesser senior Porsche figure than Wolfgang Hatz. Hatz revealed that later this year all 911s, with the arrival of the Gen2 991, apart from the GT3 and forthcoming GT3 RS, will switch to turbo engines so that CO2 emissions can be reduced. This will amount to the biggest shake up in the 911 range since the mid 1990s, when water-cooled engines took over from the air-cooled flat-sixes that had been essentially unchanged for three decades prior to that.

'Emissions are important for us, so yes, we're thinking turbos for standard 911s,' Porsche's R&D chief Wolfgang Hatz said in a recent interview. 'You can't afford to keep an engine for 10 years any more.'

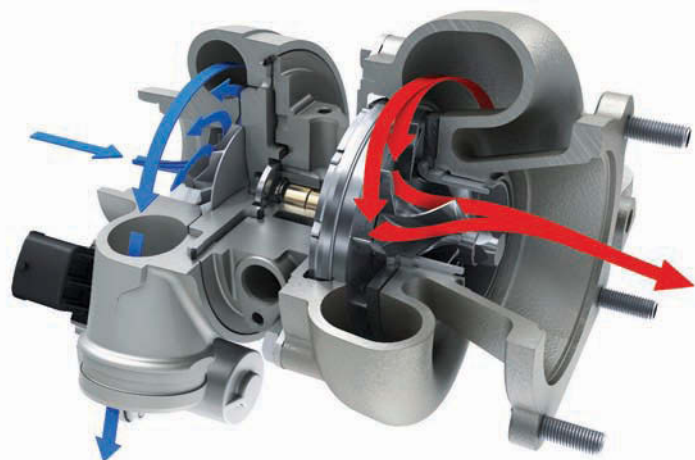
The engineering approach has been based on the gains in efficiency that turbocharging (inset photo) brings, hence the cars' outputs will almost certainly be far lower than Porsche's two 'proper' blown cars, the Turbo and Turbo S. And to minimise confusion between the new 911s and the full house Turbo, the word 'turbo' will not appear in the badging. There is likely to be two capacities of the flat-six, for the Carrera (which may be under three litres) and for the Carrera S.

Turbocharging for efficiency rather than to achieve maximum horsepower was first used by the Swedish manufacturer Saab back in the late 1980s, the 900 model's 'light

pressure turbo' tuned for mid range torque, making for a much less peaky engine than previously.

Porsche sports car fans will have to get used to engines that sound very different to the present units, and whose sweet spot is far lower in the rev range, but on the plus side, mid range thrust will be greatly enhanced. The same turbo philosophy will no doubt be applied to a forthcoming new family of four-cylinder engines for the Boxster and Cayman.

The rise of the turbo. Porsche, like most manufacturers, is relying on turbocharging to reduce engine size and capacity and therefore emissions, while still maintaining power levels

NEWS IN
BRIEF

- Classic Porsche specialist Roger Bray Restoration is hosting another open day, on Saturday 25 April. It will run from 10am to 5pm, and include various demonstrations, and tours of the workshop, which is at Whimble, near Exeter in Devon. For more details call 01404 822005 or visit rogerbrayrestoration.com

- Porsche LMP1 driver Mark Webber is back in 'his usual great shape' following his massive shunt in a 919 Hybrid at the 2014 World Endurance Championship finale in São Paulo in Brazil, according to Porsche Technical Director, Alexander Hitzinger. Webber took part in a 5,118km test at Bahrain International Circuit.

- The V8 Cayenne diesel is likely to be history soon. Given its modest sales compared to the 3.0-litre base diesel, Porsche does not consider it economic to upgrade its 380bhp 4.1-litre engine to Euro-6 compliance.

- Porsche Cars GB has a new Motorsport Manager, James MacNaughton. Based at Reading, he will manage the Carrera Cup Great Britain, and also the link between this series and the Mobil 1 Porsche Supercup and the factory LMP1 WEC team.

- The Porsche Museum in Stuttgart has for the first time acquired a 901 for restoration. The first 82 of the rear-engined coupe launched in 1963 used this badge, but with Peugeot having the rights to this number the name changed to 911. The Museum's car is chassis 57.

- 2014 was another record year for Porsche, with 189,850 cars delivered, 17 per cent more than in 2013. In December a further milestone was reached when, for the first time, sales exceeded 20,000 in a single month, the success continuing into 2015, deliveries rising a third to over 16,000 in January. Porsche Cars GB increased sales 11 per cent in 2014.



1995 PORSCHE 993 3.6 TURBO - RHD

Solid Guards Red. Black full leather interior. Upgrades - Hard Back Seats, 18" Hollow Spoke Alloys (Turbo), Rear Wiper, Sunroof, Air Conditioning. Only 31,300 miles. Excellent condition throughout.



1988 PORSCHE 911 COMMEMORATIVE EDITION - RHD
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1996 PORSCHE 993 3.6 TURBO - RHD
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1989 PORSCHE 930 FLACHBAU TURBO - LHD
Only 31,400 miles. Metallic Silver. Black full leather interior. Upgrades - LE Edition, Factory LE Flatnose.. Excellent condition



1989 PORSCHE 911 TARGA G50 - RHD
Solid Guards Red. Low Mileage. Upgrades. Full service history. Sports leather seats. Excellent condition. Only 35,000 miles.



1988 PORSCHE 3.2 CARRERA CLUB SPORT - RHD
One of only 53 RHD built. Solid Grand Prix. Black cloth interior. 35kg lighter than standard CS weight. Only 40,000 miles.



1989 PORSCHE 911 SPORT G50 - RHD
Solid Guards Red. Full service history. White full leather interior - 72,500 miles. Excellent condition.



1996 PORSCHE 993 TURBO - RHD
Only 55,000 miles. Metallic Polar Silver. Graphite grey leather. Totally original. Absolutely stunning condition throughout.



1998 PORSCHE 993 CARRERA 4S - RHD
Metallic Black. Upgrades - Graduated tinted windscreen. Grey full leather interior. Four wheel-drive. Only 44,800 miles



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CATCHING UP WITH



PETER DUMBRECK

A professional racer currently driving for Falken Motorsports in its 997 GT3-R says he isn't a petrolhead – who's he trying to kid?

How old are you, where do you live and work?

I'm 41, and live in Sherington, Oxfordshire.

What was your big break?

Being chosen to drive for Mercedes in their 1999 Le Mans campaign.

Summarise your career

I started karting in 1986. In 1996, I won the British Vauxhall Lotus Series before moving to F3 and winning the Macau Grand Prix. Most recently I have been racing GT3 race cars including the Falken Porsche 997 GT3-R.

Are you a petrolhead?

No, I couldn't compete with most petrolheads.

What was your first car?

Ford Capri.

What was the first Porsche you ever drove?

A 996 Turbo road car. The first race Porsche was the Alzen 996 Turbo.

Which Porsche past or present do you like best?

I'm a big fan of new technology. The later 911s are great.

What car do you drive every day?

BMW X5

What gets you out of bed in the morning?

The children! My second job is looking after my two, and getting them to school on time.

What has been the biggest challenge of your career?

In 2013 I was part of Aston Martin's Le Mans 24 Hours programme. One of my team mates, Allan Simonsen died in a crash early in the race. At the request of his family, we fought on and my car finished third.



AERO UPGRADE FOR 911 TURBO

Porsche is offering a new two-part aerodynamic kit for the latest, 991-series 911 Turbo and Turbo S, and which is available through Porsche Centres for retrofitting. Extensively tested on the track at the Porsche Development Centre in Weissach, it consists of a front spoiler panel and a redesigned engine lid with a wing featuring side winglets, but which remains retractable and with an adjustable angle.

The Aero kit Turbo is claimed to increase downforce – by 17kg to 26kg at 300km/h (188mph, very close to maximum speed) in the 'Speed'

setting, and by 18kg to 150kg in the 'Performance' setting – while not affecting the standard car's drag factor. Subtle in appearance, it can be ordered in the 911's body colour or in gloss black, and if ordered in the latter the air intake fins on the engine lid are also finished in black.

It's a kit supplied by the carmaker's customising division, Porsche Exclusive, hence the price is given in euros. It is €5355 (about £4000) and retro fitting is offered by Porsche Tequipment at a cost of €4879 (£3660). It can also be ordered as an extra on a new car.



New front and rear wings for the 991 Turbo give it a more purposeful look. We rather like the side winglets. Porsche claim significant increases in downforce

RENNSPORT REUNION EARLY

Porsche Cars North America has brought forward the dates of the next Porsche Rennsport Reunion by two weeks to 25-27 September 2015. The reason is to allow Porsche motorsport fans to cheer on the two 919 Hybrids racing in the World Endurance Championship at the 6 Hours of Fuji in Japan, on the weekend of 10-11 October, by which time it's hoped that Porsche's driver squad will have piled up the points at a much faster rate than in 2014, thanks to an improved car.

Porsche Rennsport Reunion V takes place at the Mazda Raceway Laguna Seca in California, and was last held in 2011, at the same venue. The organisers describe the event as 'the world's greatest gathering of Porsche race cars and the drivers who drove them to victory,' and that 'it is nirvana for not only Porsche enthusiasts, but everyone interested in motorsports and automobile history.' Cars that can be seen include the 550 Spyder from the mid 1950s, 917 and 956/962 from the 1970s and '80s, and from more recent times the RS Spyder. A concours for road cars attracts

America's best Porsche classics.

'By moving Rennsport Reunion V ahead two weeks, we ensure that our current 919 Hybrid LMP1 and 911 RSR race teams can join our racing legends and be part of the festivities,' said Detlev von Platzen, President and CEO of Porsche Cars North America.



Laguna Seca is the setting for the fifth Porsche Rennsport Reunion, which runs from 25-27 September. As ever there will be a stunning array of Porsche race cars from all over the world

NEW CAMPING EXPERIENCE

For years they urged Porsche to return to prototype racing at Le Mans, and were there cheering when the German carmaker finally did so for the 2014 season after a 16-year absence – but now many of these same loyal fans are feeling aggrieved at Porsche, claiming it will deprive them of their favoured campsite at the illustrious French circuit.

Camping is a long standing tradition at Le Mans, but a Porsche Experience Centre similar to that at Silverstone is currently being constructed on the outer edge of the track, swallowing up almost all of the area that contains the Maison Blanche camp site, one favoured by many British fans, and the scene of much merriment and strong nocturnal refreshment during the annual 24 hour race. Announced last summer, building work on the project – a joint venture between Porsche France and Le Mans owner, Automobile Club de l'Ouest – began in January, hence the full extent of the facility has only recently begun to emerge. Some reckon camping space will be reduced by at least 75 per cent.

'The Porsche Centre has impacted on the site, and a significant area has been cut, and we've got a lot less camping space to sell,' said the owner of one UK-based company specialising in motorsport accommodation packages. However, he added that the circuit has offered new camping sites by way of compensation. Another travel company said, 'our understanding is that the space is drastically reduced, and only when we see what the camping looks like in June will we realise the true reality.'

The Le Mans blogosphere has erupted over the issue, but with views from different perspectives. 'I would prefer they left the camping alone – another corporate area for the sort of people who are slowly ruining everything I liked about Le Mans', said one blogger, while another commented, 'I'd sooner see the new Porsche Experience Centre at Le Mans than a field full of sweaty Brits in tents!'

We can confirm that the Wildside/911 & Porsche World Le Mans Tour – see page 125 for full details – is unaffected by these developments and camping will be in our usual spot.





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Basalt black with black leather,
Sat Nav, 19,000 miles.....**£47,000**



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Basalt black with black leather,
Sat Nav, 36,000 miles.....**£46,000**



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Basalt black with grey leather,
Sat Nav, 31,000 miles.....**£42,000**



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Sat Nav, 41,000 miles.....**£38,000**



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Basalt black with black leather,
Sat Nav, 40,000 miles.....**£35,000**



911 (997) "4S" 3.8 (06 - 2006)
Seal grey with black leather, Sat Nav,
42,000 miles.....**£33,000**



911 (997) "2S" 3.8 (56 - 2006)
Silver with ocean blue leather,
Sat Nav, 36,000 miles.....**£33,000**



911 (997) "2S" 3.8 (57 - 2007)
Basalt black with black leather,
Sat Nav, 43,000 miles.....**£33,000**



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Meteor grey with red leather, Sat Nav
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Silver with black leather, Sat Nav
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ESSENTIALS

The tempting trinkets that enhance Porsche ownership



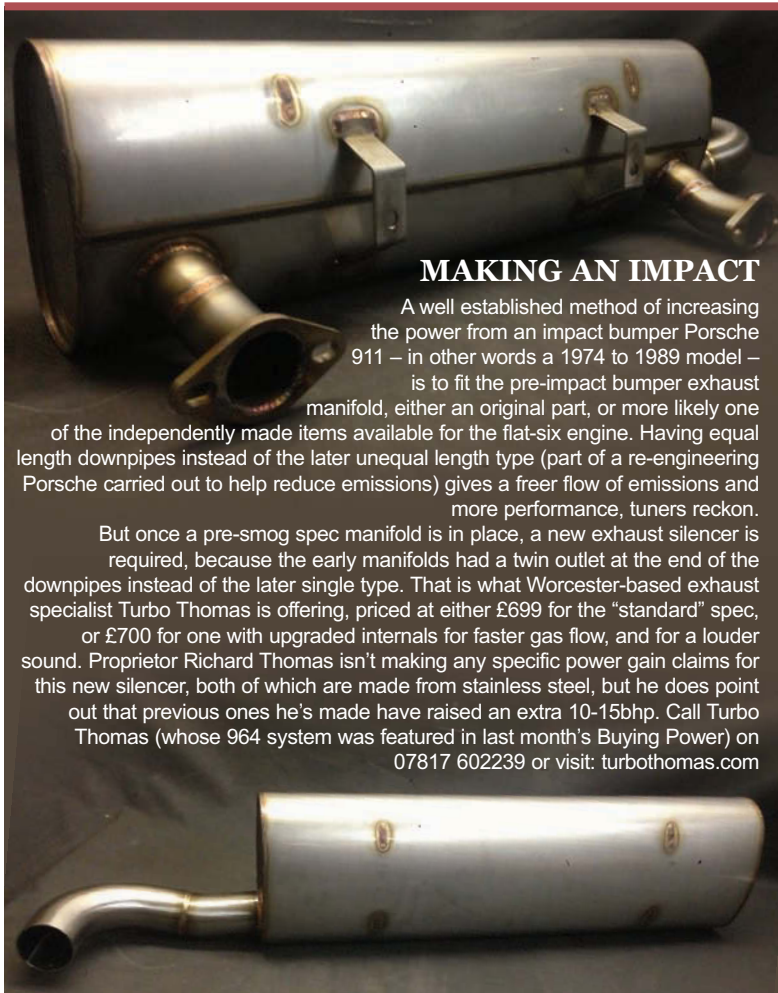
LOCATION, LOCATION, LOCATION

Terrific though standard Porsche seats are, they're a compromise between comfort, location and ease of entry/exit. Race seats that hold you in securely and can take a multi-point racing harness are required if you are going to race your car at any level, and are a good idea if you participate in track days.

By virtue of their design and purpose, proper race seats are not very practical for the times in between races, which is why seat supplier Cobra Seats in Telford (not to be confused with East Sussex-based Corbeau Seats) has introduced a more road friendly seat, the new Nogaro Circuit.

It's made from GRP, or you can have it in carbon-fibre, only half the weight of the GRP seat, at 5.3kg, and consideration has been given to ease of entry/exit, the seat having relatively low profile side bolsters. If you don't envisage using a full harness, the Nogaro is also available in Street form, minus the belt slots. Both styles work well with manufacturers' seatbelts and side curtain airbags, Cobra says.

The standard finish is a combination of vinyl and Dinamica (a lightweight, flame-proof fabric), but it can also be ordered in Signature form, with leather/Dinamica trim and the option of a paint-coded, or matte lacquered shell. Prices start at £729 per seat, including VAT, though allow around £150 for each seat mounting. More details at cobraseats.com



MAKING AN IMPACT

A well established method of increasing the power from an impact bumper Porsche 911 – in other words a 1974 to 1989 model – is to fit the pre-impact bumper exhaust manifold, either an original part, or more likely one of the independently made items available for the flat-six engine. Having equal length downpipes instead of the later unequal length type (part of a re-engineering Porsche carried out to help reduce emissions) gives a freer flow of emissions and more performance, tuners reckon.

But once a pre-smog spec manifold is in place, a new exhaust silencer is required, because the early manifolds had a twin outlet at the end of the downpipes instead of the later single type. That is what Worcester-based exhaust specialist Turbo Thomas is offering, priced at either £699 for the "standard" spec, or £700 for one with upgraded internals for faster gas flow, and for a louder sound. Proprietor Richard Thomas isn't making any specific power gain claims for this new silencer, both of which are made from stainless steel, but he does point out that previous ones he's made have raised an extra 10-15bhp. Call Turbo Thomas (whose 964 system was featured in last month's Buying Power) on 07817 602239 or visit: turbothomas.com

THE CN36 RETURNS!

The Cinturato CN36 is so evocative of the 1970s because, among other things, this tyre in the size 185/70VR15 was original equipment on many early Porsche 911s. The great news is that it has just been remanufactured by Pirelli for the first time in many years.

The Cinturato CN36 is available from stock at Longstone Tyres, who are offering the tyre at £179 +VAT each, with free carriage within Europe.

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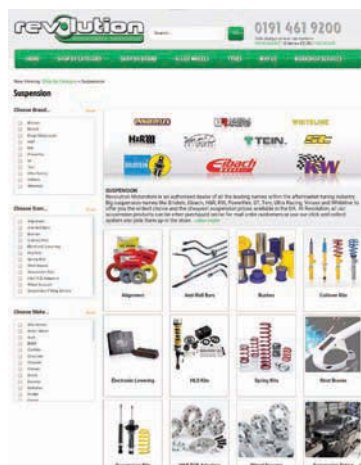
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LINE MANAGEMENT

An obvious aspect that marks out a good website is how easy it is to access information, and this is something the all-makes performance parts specialist Revolution Performance Motorstore has concentrated on in its revised suspension and chassis on-line catalogue. You simply type in your car, and everything item relevant to that car is listed.

That in itself is nothing new, but according to the Gateshead-based firm, no other supplier can provide information (which includes full specifications) and prices of such a wide range of equipment. The site, which has taken a year to update, has over 42,000 images available to view, all coming with a price matching pledge should you find it cheaper elsewhere. Brands stocked include Eibach, Bilstein, KW, Whiteline, Tein, Powerflex, H&R and ST. Searches can be narrowed down to specific categories, for example anti-roll bars, bushes, coilover dampers, strut braces or wheel spacers. There is a click and collect facility, and Revolution can also fit all the equipment it sells, so customers within convenient reach can arrange this on line at the time of purchase. Visit the site at revolution247.com



THE TYRE BAY

PORSCHE HAS LAUNCHED THE CAYMAN GT4 ON MICHELIN'S PILOT SPORT CUP 2

Porsche's keenly anticipated Cayman GT4 has now been shown, and the hope is that the reins are now off the mid engined sports car which has always been under suspicion of being held back against the 911. So the GT4 is hopefully the car that at last exploits the Cayman's brilliant mid engined chassis to its full potential.

One of the signs that Porsche has freed up the Cayman is the fitting of Michelin's Pilot Sport Cup 2, the track-biased tyre which is also original equipment on the GT3, and which uses technology developed in Le Mans and Formula 1 to offer better lap time consistency. With two different compounds, the exterior of the tyre offers exceptional grip in tight bends, while the interior is more rigid for precise steering and control. The rear 295/30 ZR20 tyres are bespoke, the front 245/35 ZR20s borrowed from the 911 GT3, as they were 'a perfect match', according to Porsche.

Underpinning the range-topping Cayman model is a unique chassis that uses the same front axle assembly and suspension as the 911 GT3, and a heavily reworked forged aluminium double wishbone rear suspension. The GT4 also uses the electric steering system from the 911 GT3, but with new software.

There's no need for the GT3's rear-wheel steering on the Cayman GT4, because as a mid-engined car, Porsche says it simply doesn't need it. The end result is a car capable of lapping the notoriously demanding Nürburgring circuit in just 7min 40sec.



FAST FILTER

Classic Porsche racing parts specialist, EB Motorsport in Barnsley, has introduced what it claims to be its most complex reproduction item yet, the Racing Oil Filter Assembly for Porsche's air-cooled race engines from the late 1960s until the mid 1980s. Like the original, the main filter housing and cap are chromate-coated cast magnesium, and it faithfully reproduces the Porsche component, from the cork gaskets to the spring rates of the pressure relief valves, while each assembly is pressure tested. Priced at £2495 plus VAT, it was designed and tested at EB's premises, and is also manufactured there. 'The only items that we haven't had to reproduce are the nuts and washers, one ball bearing and the "grenade filter" assemblies,' explained EB Motorsport boss, Mark Bates, who sees the precision nature of the product as a showcase for the firm.

'These were manufactured by the original supplier and took over three months to reproduce.' For further details call EB Motorsport on 01226 730037 or visit eb-motorsport.co.uk

ADD LIGHTNESS

A lightweight flywheel is a means of making an engine rev more freely, due to the lesser mass the engine has to spin. It also means that revs drop off much more quickly on deceleration, making it very much something for tuned engines (certain 911 RS/GT3 models have them). The effect will be felt most on engines that already thrive on revs, including all Porsche engines past and present, and besides making them feel even more lively, a lightweight flywheel – theoretically, at least – delivers faster acceleration, better braking and clutch efficiency.

With that in mind, a leading specialist in engine flywheels and clutches, Ohio-based Fidanza Performance, has released a wide range of lightweight aluminium flywheels for older Porsches, including 911s from 1970 to 1988 (the last of the Carrera 3.2s), 1980-88 911 Turbos, the 924, 944 and 944 Turbo, and even the 914 in six-cylinder form.

They're constructed of 6061 T6 aluminium for optimum weight reduction and strength, and have a replaceable friction surface. Prices are around \$440 (about £290), not including shipping or UK duties. Fidanza also supplies normal "dual mass" replacement flywheels. Two UK dealers are listed, Cambridge Motorsport Parts in Letchworth, Hertfordshire and Fensport near Peterborough. For more information, visit fidanza.com



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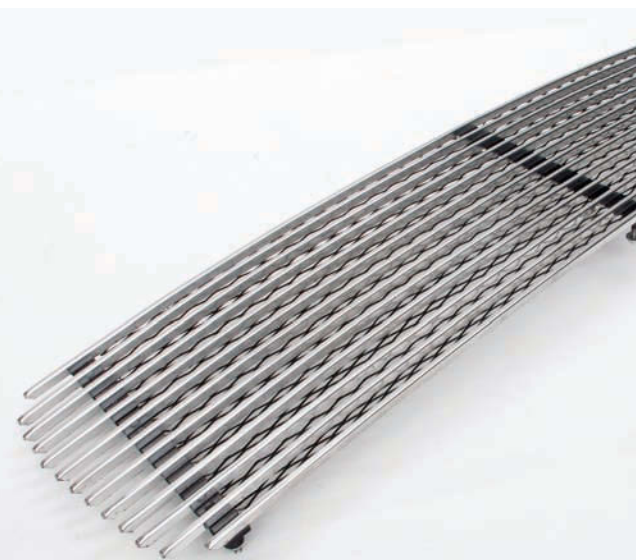
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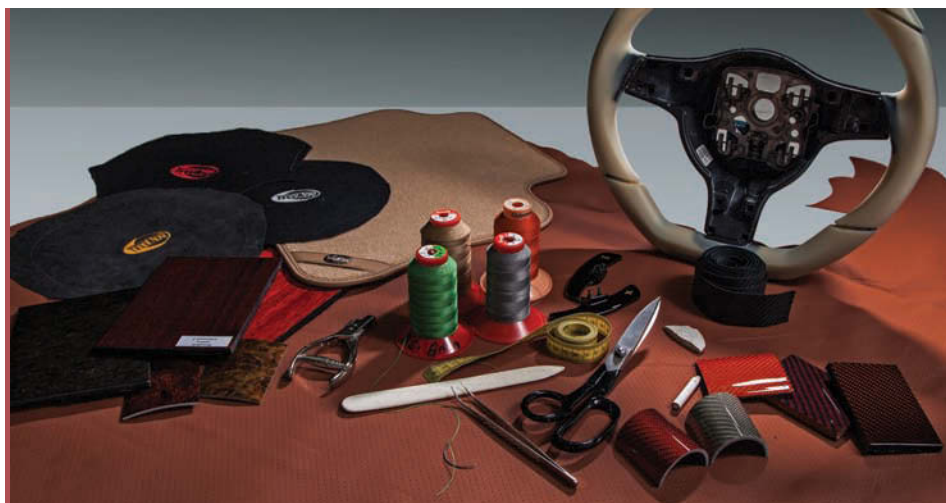
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A GOOD GRILLING

After nearly half a century of being opened and closed, sometimes carelessly, the engine lid of an early Porsche 911 has an excuse to look shabby, which is why classic Porsche parts specialist Karmann Konnection has added three engine lid grilles to its extensive range of early 911 parts. For authenticity, the firm, based in Southend-on-Sea in Essex, is offering three different types, for cars made after early 1968, when a key modification was made to the grille. They are the three-bar grille for 1968-69 models (pictured here), priced at £320 including VAT, and the two five-bar items for 1971-72 and 1972-73 cars costing £295 and £285 respectively. They also fit 912s from those years.

The grilles, made from aluminium, are said to be faithful reproductions of the originals. UK delivery is by courier, costing £12. For more details, call Karmann Konnection on 01702 340613 or visit karmannkonnection.com



VALUED CUSTOM

Besides engine tuning and aerodynamic packages, dedicated Porsche tuner TechArt prides itself in the trimming work it offers, and the firm, located in Leonberg, close to Stuttgart has now extended this to the Macan. The hard interior trim can be customised in exotic wood or carbon, while seats can be recovered in a wide choice of leathers, indeed any colour you like.

Also seen here is the restyled, flat-bottomed Multifunction Sport Steering Wheel with TechArt's own paddle shifters, while the Aluminium Sport Pedals and Aluminium Footrest 'provide ideal grip for precise control of throttle and brake'. Floor and load bay mats are available, as are door entry guards.

All of TechArt's Macan enhancements can be arranged through its long standing UK importer, Tech 9 (0151 425 5911, tech9.ms). 'We can do anything you like as long as you can afford it,' the Liverpool-based firm said, quoting from £1050 plus VAT for steering wheels and £400 for paddle shifters. If a customer wants, for example, a seat retrim, Tech9 will take the Macan in, strip the relevant items and send them to TechArt in Germany to be worked on, and then re-assemble them on their return. Customers can obviously go direct to TechArt Germany (techart.de) as well.



IN THE DARK

Wheel maker AEZ, based in Siegburg, near Bonn in Germany describes its new Cliff Dark alloy rim as a 'striking eye catcher, and few would disagree with that. It definitely brings a new meaning to "cross spoke", with five pairs of double spokes that stretch to the outer edge of the rim, maximising the perceived size of the wheel.

AEZ says it was specially designed for prestige SUVs, like the BMW X5 and X6, and of course the Porsche Macan. It has a high polish finish on the spokes, while the inside section is in black. The Cliff Dark is made from 16- to 21-inch diameters, though it is the 19- and 20-inch rims, priced around £300 each, that will be relevant to Porsche's latest 4x4.

Under EU regulations, since November 2014 all new vehicles have had to be equipped with tyre pressure monitoring systems, and since 2012 all AEZ's rims have been fitted with the necessary holders for the wireless sensors. For further details, extrovert owners should visit aez-wheels.com where a UK dealer list will be found.



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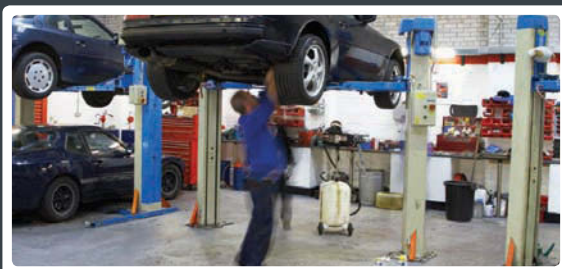
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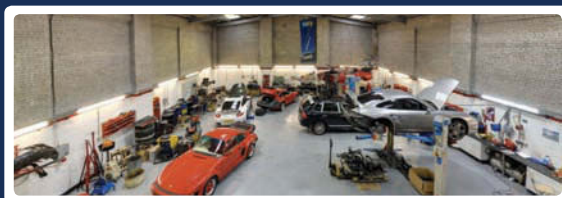
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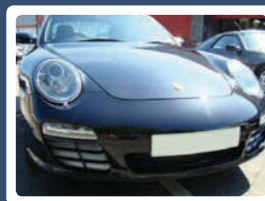


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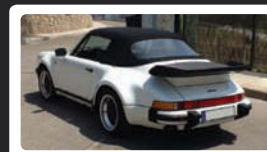
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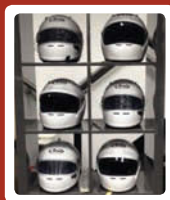
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THE USUAL SUSPECTS

A belated Happy New Year to everybody. This is my first Usual Suspects column of 2015, having returned to contributing to *911 & Porsche World* at the start of this year. I'm looking forward to discussing various Porsches, Porsche nostalgia, nonsense and ephemera in this slot as the year goes on All feedback welcome!



ADAM TOWLER
THE PORSCHEPHILE



"Less is more" is the mantra of the motoring scribe, but very rarely the customer agrees, particularly when it comes to cars, and expensive cars at that. A diesel Cayenne on 18s is all you need, but don't expect to see too many on the road, well not on 18s at least

CAYENNES AND THE THEORY OF LESS-IS-MORE

One of things that keeps writing about cars really interesting is, simply, that they aren't always the sum of their parts, and it doesn't automatically follow that the shiniest and most heavily tech-laden model in the range is the most desirable. The manufacturers might not want you to think that, but it's true.

A prime example of this recently was the Cayenne launch, featured in last month's issue. Having sampled the formidable new Turbo, felt the full force of its acceleration out of corners, and wiled away an hour or two on the road in the new S E-Hybrid, which was more memorable for chatting about old motorbike racing with my esteemed co-driver than for the drive, it seemed prudent to sample the new V6 Diesel – a car I've always rated highly.

The new derv-fed Cayenne press car is brown. Brown! It has no window tints and the smallest wheels you can get on the Gen2 Cayenne: 18" designs that look as though they've been drawn deliberately naff to inspire punters to up-spec their orders

with larger rims. You know the sort of thing. Alongside its white, silver and black bling-tastic stable mates, dripping in options and firepower, it looked unprepossessing to say the very least.

Opening the door reveals a sea of olive green plastic and leather. Olive green! For some weird reason I find myself drastically attracted by odd colour combinations with cars, and they don't come much weirder than a Cayenne with an olive green interior. Then again, you could argue that Porsche has form with Can Can red, surprisingly frequently chosen on a 930 Turbo purchase in the '80s. Who knows what individualism – or horror – Porsche Exclusive has cooked up over the years? I've seen Speed Yellow air vents before now.

Sadly, the Cayenne isn't olive green inside, it's brown: you'll have to forgive my colour blindness for raising your expectations unnecessarily. Still, brown with brown! What a brilliant, below-the-radar combo that, for me, is how a car like this should be.

It takes just 500 yards to recognise the inherent rightness of the Cayenne Diesel. It's always the same with a decent car, whether modern supermini, hot hatch, MPV or an SUV. There is more than enough grunt here for such a vehicle, and that's the key: in the UK at least, who needs to go faster in an SUV than 0-62mph in 7.3 seconds and just shy of 140mph? The performance, price and fuel consumption matrix of the Cayenne diesel feels like a real sweet spot. After all, a Turbo is a giggle for an hour when someone else is paying for the fuel, and the V8 diesel always raises a smile, but a Cayenne to live with, and to buy with my own money? The V6 Diesel is a shrewd choice. And as for small wheels – if you're owning this car for years not hours, the ability to lap the 'Ring in 8 minutes-something-or-other surely fades from view when compared with the smooth, jiggle-free ride of the Gen2 car on 18s. Well, it would for me – I'll get my jiggle from my 997 GT3 RS that shares garage space with it, thank you very much...

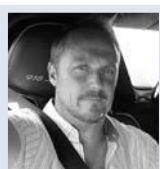
Say what you like about them, but 911 & Porsche World's elite squad of journalists and Porscheophiles have opinions aplenty on all manner of automotive matters. And this is where they get their two-pages worth



JOHNNY TIPLER



KEITH SEUME



BRETT FRASER



STEVE BENNETT



CHRIS HORTON



PAUL DAVIES

THE IMPORTANCE OF LOOKING GOOD

As I write, Porsche's press department has just released the first pictures of the new 919 Hybrid having a brief shakedown at Weissach ahead of the forthcoming WEC season. Although the car looks very similar, and even shares the same name, we are told that it is considerably different under the skin. But what about that skin?

Now I don't want this column to become an old duffers' soap box: there's few things more grating to me than an 'everything new is rubbish' standpoint, and most people of that persuasion fall silent once they've had some seat time in a 991 GT3, but even so... I think people in the industry, particularly those on the graphics and sponsorship side, are missing something.

Of course, the prime motivator for any racing car is to finish first on the track. However, these hugely expensive programs are funded in the belief they will sell more cars, whichever way that happens. It can be a direct thing, or it can be a long-term brand exercise, but the end target is the same thing. So shouldn't these racing cars look, well, properly tasty? Shouldn't they make you go ooh, and ahhh, and want to plaster your gaff with models of them, and paintings, and all the other stuff we're all drawn inevitably too? I'm not sure whether a lot of modern racers really hit that mark.

To give every credit to Porsche, they tried really hard with their works livery for 2014. The DMG Mori logo and graphic is hardly the most visually exciting of brand communication, but someone, somewhere,

clearly had a 'deep' concept, and the 'Intelligent Performance' theme, the whiteout of cars (both LMP1 and GTR) and team personnel clothing, and the unusual half-and-half logo split over the two team cars, connectable when viewed from above, showed considerable thought. More perhaps than the overwrought corporate schemes of Toyota, and Audi, but it's not exactly Rothmans Porsche levels of eye candy, is it.

The British designer Peter Stevens is an absolute master of such things. Parmalat Brabham F1 car: that was him. Canon Richard Lloyd Racing Porsche 956 – him also, among others. If you're into racing, those designs are instantly imprinted onto your mind for all the right reasons. It helps too, that in the work of Gordon Murray and Norbert Singer, those BT52s and 956s had

stunning forms, and cohesive details. They looked 'fast' even before they were plunging into Paddock Hill Bend, or slipstreaming on the Hunaudieres straight.

Modern racing cars don't have 'that' about them. From F1 to WEC, the shapes are ruthlessly sculpted by the wind tunnel and prescriptive rules, so cars tend to look similar, and frankly, often a mess. As I looked at the 919 pounding around a wet Weissach circuit in its green test livery, I didn't really feel anything – not like the old 911 GT1 in its black/carbon test livery, now that was gorgeous...

Still, to see a 919 take a fast curve, say, like standing on the outside of the new Abbey corner at Silverstone, is to witness freakish cornering ability. Maybe this will be the year Porsche returns to the top step of the podium at Le Mans?



Sculpted by computer and honed in a wind tunnel, it's no wonder that modern racing cars tend to look broadly similar. A decent livery would help though

BUY RIGHT. PLEASE

I need a new Porsche. This is both an exciting realisation and a fraught one, because I have a truly miserable track record of buying cars. I am rather feebly going to draw parallels now with plumbers whose own bathrooms lay unfinished, and electricians with dodgy wiring in their own homes, but it's just a cover for always getting too excited over the car in question, and this innate belief in the 'project'. Ah, the project car, the great bastion of male automotive and financial optimism. I do not need another 'project'.

But the problem is, for a set budget, it's always so tempting to go for a bigger, better, faster, more glamorous car that's just about achievable financially, rather than buy a really nice version of a 'lesser' model. Nevertheless, even I am beginning to realise that the 'project' is really just another term for a shed.

Sheds are interesting because they can come in wildly different forms: there are

those that are covered in foliage and haven't moved for years – been there, won't be trying that again – or there are those that look quite nice from a distance, even attract compliments, but that drive like a soggy old mess of a car – been there, won't be trying that again, either.

If there's one thing I knew, forgot, re-learned, forgot and then have had repeatedly and painfully demonstrated to me, it's that a shed is not fun to drive, at least not in my opinion. Maybe for some people it is, if you just want to cruise around, bask in the attention and park it up somewhere to admire, but that's not what I want from a car. So those tired dampers, rotten anti-roll bar bushes, decayed cylinder heads, wobbly gear linkages, creaking steering racks, basically all those often little things that you can't see

but that wear out over time and miles – those things I need to be right. Otherwise tired, once-great old cars, to me, just feel like tired old cars, full stop.

So it's possibly a mint 2.5 944 Lux then, and absolutely not a 944 Turbo 'project', honest (so that will be a 944 Turbo project then, Adam? Ed).

Why does Adam want a 944? Well here's why, and that's Adam at the wheel! That's proper, old school, rear drive fun for not a lot of money



YOU WRITE, WE READ

LETTERS

Got something to say? Need to express an opinion on the Porsche world? Well, here's your chance...



BOXSTER OR MX-5?

'Why buy a Mazda MX-5 when you could have a Porsche Boxster?' you ask (March 2015 issue of 911&PW). Here's why...

I've owned a Porsche 924 Le Mans, a 911SC, and driven quite a few other models in the last fourteen years. These include a 924 Carrera, 944S2 Cabriolet, an example of the limited edition 266bhp Boxster 'S' you refer to, and a 356B. I've also driven a few 'classic' British sports cars – the Triumph TR6, MGA coupé, and from Austin Healey the 100/4, and Mk2 Sprite.

Yes, the Boxster is a fabulous car, no question or any argument about that. But in my view, based on the cars I've driven, the early Mazda MX-5 is closer in spirit to the Porsche 356. For that reason, there's an MX-5 in my garage – at a fraction of the cost of the Porsche.

When the time came for a change from my 911, I hunted down an early 1.6 MX-5. It's as simple as it gets. There are no fancy electronics to monitor my prowess (or lack of it!), and no electric anything – no motorised rear view mirrors, window winders, no electrically-operated boot lid catch, no motor to pull the roof up, no power steering – and not even any gas struts to raise or hold either the bonnet or boot open.

A MATTER OF TASTE

I just wanted to say how much I love the magazine; I have only started reading it this past year. I've always loved Porsches but just one year ago I was driving a Skoda Superb 1.6 Diesel Estate! I jumped from this to a 2009 Cayenne GTS and I was hooked. I have since bought a 1980 911SC Coupe and I'm just about to buy a 996 Turbo, having sold my Cayenne. I've gone from a guy who's never had a Porsche to three in a year – things are getting to an obsessive state!

The MX-5 has a twin-cam and very 'revvy' engine, and feels light and lively in a way that the Boxster doesn't. It draws its inspiration from the British sports cars of the 1950s and 1960s, but is in no way a copy of such cars as you suggest.

Technically it's been brought up to date with, for example, a twin-cam four-valve engine, twin wishbone suspension, and disc brakes all round. These give superior on-the-road performance.

For those seeking more power, Mazda engines are amenable to performance modification. Among the more recent variants, the BBR GTI Turbo packs 285bhp and 249lb ft of torque from its 2-litre engine.

For me, the Mazda is a true traditional sports car. It's small, simple, nimble and quick – with 'lightness added' in the words of Lotus founder Colin Chapman when referring to his own engineering philosophy.

Modern volume-produced machines have become heavy and ever-more complex. It appears that the MX-5 is the last of the affordable volume-manufactured small sports cars. Perhaps the advent of Porsche's new four-cylinder engine may change this!

Eric Kwiatkowski, via E-mail

I blame your magazine in part. Every time I pick it up I can't help but dream of the next 'must have'. I even found myself contemplating a 944 which I saw for sale locally yesterday just because I thought, at £2k, it would be rude not to. Keep up the good work and I'll try and keep the hoarding under control!

Eddie Skillington, via E-mail

Keith Seume replies: Don't blame us for your inability to say 'No!'

Eric Kwiatkowski is not convinced by our arguments in favour of the Boxster over a Mazda MX-5...

M96 MOJO RISING

Congratulations on your 996 shootout article! You may recall 'Caveat emptor', my letter to you back in December – well I can give you an update, the 996 has its mojo back and so do I!

Not unlike your latest 996 shootout issue, I too have followed a long term strategy with a full engine rebuild and sensible mods by those good fellows at Hartech, all put back together with a new clutch, oil cooler and separator, Milltek exhaust box, new set of Michelins on refurbished wheels, with a geometry set up, and a full service by my new chum Max at Lakeside Engineering. A big thanks goes out to those guys.

Your article is spot-on in identifying the potential mojo in modified form for these cars, although I still believe the M96 engine is fundamentally flawed in design terms. But with the expertise, knowledge and the efforts of independent specialists, these known issues can be overcome and the car's potential realised.

My C2 already sits on the M030 sports suspension upgrade so I haven't chosen to go down this route, but I can see a future article for you in 'sensible' value for money 'mojo' mods to the 996, and maybe a few not so sensible!

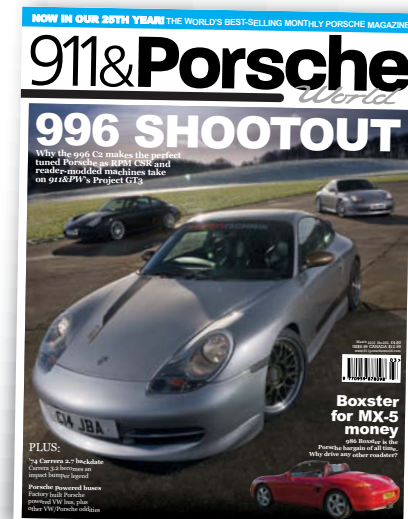
All it needs now is the super-shiny full detailing renovation offer that I now put my car forward for as a candidate.

Keep up the good, positive and realistic journalism work.

Stuart Martin, via E-mail

Keith Seume replies: Hi Stuart. Thanks for keeping us all up to speed about your car. It sounds to us like you've headed down the right route, and you've ended up with something that will be fast, reliable and fun!

It is only a matter of time before more people come to realise the huge potential offered by these cars, their frequently low resale value making them ideal candidates for projects such as yours. Be sure to let us know how you get on, OK?



Stuart Martin enjoyed our 996 shootout, applying many similar ideas to his own Porsche. His 996 now has its 'mojo' once more...

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COMPLETELY BLOWN AWAY

Brian Glover loves his 996 Turbo, but isn't quite so keen on the way it arrived on his drive, at the expense of his beloved 964, which was rear-ended by a lorry. The 964 was written off, but its strength saved Brian and his wife, Rosemary

Words and pictures: Brett Fraser

Every cloud has a silver lining, or so the old saying goes. But while for many of us the prospect of a silver 996 Turbo with just 44,000 miles on the clock sitting on the driveway might seem shining recompense for all manner of woes, for Brian Glover even this bright beacon can't fully illuminate the inside of his cloud. Make no mistake, he adores the car, but retelling the tale that led to its arrival in his life clearly still packs an emotional punch.

'My wife Rosemary and I were on a driving holiday up in Scotland last September,' Brian begins. 'We'd gone up in my 964 Celebration, a car that I'd bought about 12 years ago, and had been having a lovely time. We'd thought about heading all the way up to John O'Groats, but when we asked a local if it was worth the bother of trekking the last 40 miles or so to get there, he suggested we'd be better off saving our fuel...'

'Instead, Rosemary had heard about the pods of dolphins you can sometimes see at Spey Bay, so we headed off to the coast there. Unfortunately there was nothing to see that day, so we moved east to Cullen

Bay and stopped. Using our binoculars I spotted a small boat moving along slowly, and there were the dolphins swimming alongside.'

According to Brian it was an impressive sight and in other circumstances might have been the defining moment of his and Rosemary's holiday. And yet fate – and an 18-tonne truck – were about to create a very different and extremely unwanted batch of memories.

'We were parked up by the side of the road when suddenly there was this almighty bang,' continues Brian. 'The driver of the truck claims not to have even seen us and ploughed into the back of the 964 at about 35mph. In isolation on the printed page that figure might not seem so bad, but the police calculated that the effect of something that heavy hitting the 964 equated to a force of about 40G.'

'The impact caused catastrophic damage. The bodyshell was completely wrecked; even the space-saver tyre in the nose was crushed as the pressure wave rippled the whole shell. The engine split apart and so did the gearbox, while inside the cabin my iPhone was smashed and my Rolex

damaged. And as you can imagine, it wasn't good news for me and Rosemary, either...'

'I cut my head, broke my nose and suffered serious bruising caused by the seat belts – that turned out to be a bit of a concern as comparatively recently I'd had a major operation to remove a hernia. But it was worse for Rosemary: she had a brain bleed and liver damage that again was caused by the seat-belts. I spent a couple of days in hospital, Rosemary a week.'

'Still, the ambulance guys said we were lucky to be alive, and the police attributed our survival to the inherent strength of the 964's construction – it might have been a different story in a different car. Some people say that the angels must have been smiling down on us: my response is that I think it could have been the devil grinning up...'

With their injuries on the mend, Brian set about sorting insurance monies, to discover that the crash had a final insult to offer. 'My advice to other Porsche owners, especially if you have an air-cooled car, is not to go down the agreed value route when insuring it. Mine was an agreed value policy and in



Brian Glover and his 996 Turbo, the silver lining that emerged from the cloud of having his 964 Celebration model written off, thanks to the close attention of a lorry

the intervening months between paying my annual premium and the accident, prices for 964 Celebrations in good condition had risen about £30,000... Given the accident wasn't my fault I argued the case quite forcibly and even went to the Financial Ombudsman; unfortunately not even they can help.'

Brian's bitterness over the outcome of the insurance claim is tempered slightly by the warmth of his memories of owning the 964 and the path to its acquisition. 'I've been a motorbike man – in particular, fast, exotic Italian motorbikes – for all my life,' confesses Brian. 'But on the morning of my 40th birthday the doorbell rang, and there was a driver from Guy Salmon handing over the keys to a 911, a 3.2 with the Turbo body. Mine for 24 hours. And that's when I thought that one day I'd own a Porsche.'

'Along the way I've owned a variety of MGBs – GTs and convertibles – as well as a BMW 3-series, but one day, after we'd moved up to Norfolk, I was looking through a copy of *911 & Porsche World* and thought I'd treat myself. I spoke to John at Specialist Cars of Malton – we get on well; he calls a spade a spade – and looked at a 3.0-litre 911. When I explained I wanted to use it daily John suggested it was the wrong Porsche for me: I eventually settled on a 944 Turbo and that was a fantastic car.

'Somewhat ironically with hindsight, it was hit up the arse when I was stopped in traffic – the insurance claim was £8K, mainly because the accident bugged the exhaust and it proved to be an expensive item. Specialist Cars did the repairs but a while later it was shunted from behind again! So about 12 years ago I started looking around for a 964 Celebration.

'I saw one advertised in *Motor Sport* and nipped up to Derbyshire to get it: I spent many, many happy miles driving that car. When I first retired Rosemary and I toured all round France in it, ending up across the border in Switzerland to have a look at the Schlumpf Collection. On another occasion, when Rosemary was off on holiday on her own, I drove across to Monza for the grand prix and camped alongside loads of crazy Dutch and Belgians and Germans. And I took a detour on the way home to check out Monte Carlo.

'The only major work I had done to the Celebration was a new clutch, which was fitted at JZ Machtech. I can't praise those guys highly enough. When I had a boost problem with my 944 Turbo and the main dealer proposed a whole new turbo, Steve McHale at JZ tracked down the real problem, which was a switch, and only charged me £120. When the 996 Turbo needs servicing or repairing, I'll be going back there.'

And it was to JZ Machtech that Brian ended up going to buy the 996. 'I'd ummed and ahhed about finding a replacement 964,' Brian reveals, 'and then thought about a 993, only to discover that they're now out of reach. I was initially put off the 996 by all the tales of mechanical woe, but eventually concluded that the Turbo seemed to be less troublesome than other models. So I drove a handful and they weren't quite right.

'Then I was driving my brother-in-law home just after Christmas and decided to stop in at JZ Machtech. And there was the 996 Turbo which drove really well and had a

Brian's 996 Turbo has just 44,000 miles on the clock, but as someone who's not afraid to use a car, he's likely to be adding to that figure, although at time of publication, he's only had the car for a month or so, having bought it from JZ Machtech



“ I concluded that the Turbo seemed to be less troublesome than other 996s ”





HISTORY

Launched in 2000, the 996 Turbo took the 911 Turbo's reputation of 'everyday supercar' to a new level. Just as the standard 996 appealed to a much wider audience, then so did the 996 Turbo, which mixed massive performance with both ease of driving and ownership. Power was measured at 420bhp, which was a lot in 2000. Not only that, but four-wheel drive added to its indestructible demeanour and, if you ordered a darkish colour, then no one seemed to notice as you slipped by cloaked at nearly 200mph. A masterpiece of discretion.

service history that comprised the official network and then JZ. JZ isn't cheap to buy cars from, but just like with Specialist Cars, you get what you pay for.

'To be honest with you, I picked up the Turbo about three weeks ago, but because of all the snow and ice around, I've only driven it a couple of times. So to date I'm still in the learning curve, but what I can tell you is that you really need to concentrate – fail to do so using full throttle in the first three gears and you're likely to kill yourself! It's not as quick as my Laverda, but it's plenty fast enough.'

The Turbo's low mileage – just 44,000 miles – has left Brian musing about what he'll do with the Porsche: some Porsche-owning friends have decided to tuck their minters away. But then he rather answers his own question. 'People criticised me for using the 964 Celebration the way that I did,' he booms, 'but that's what I bloody well

bought it for, to drive it.'

Further clues that the Turbo is unlikely to become a permanent garage dweller emerge when Brian reveals his active role in the Norfolk and Suffolk region of

lots of local events, too, and a regular club meeting at The Bird in Hand, a pub a few miles down the road from Lotus.' Hmm, we wonder how Lotus feel about that!

Brian's nasty incident with the 964

“ People criticised me for using the 964, but that's what I bloody well bought it for ”

Porsche Club Great Britain. 'I've been a member for a dozen years,' he tells us, 'and sometimes help out organising events. About six years ago I arranged from scratch a trip out to Lyon, which was really enjoyable and a really good laugh. We have

Celebration may mean that he's now a keener observer of the rear view mirror than most, but his eagerness to 'show us the way back to the main road' shows that he'll still use any excuse to nip out in his Porsche. **PW**



Far left: This is what happens when a truck hits a stationary 964 at 35mph. Not pretty at all

CONTACT

Specialist Cars of Malton
Supplied Brian his first Porsche – a 944 Turbo
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LIGHTWEIGHT SHOOTOUT

924 Carrera GTS v 968 Club Sport: Two front-engined, lightweight classics fight it out on the North York moors. Now tell us – seriously – are these two any less desirable than a 911?

Words: Adam Towler Photography: Antony Fraser



The 911 being what it is, it has a towering presence over everything Porsche, and never more so than in the arena of overtly driver-focused cars and motorsport. It's an institution: after all, the primary element in this magazine's title, for a start. But it's important to not have the blinkers on. Today we have two of the sharpest, greatest hits from a different strand of Porsche back-catalogue. They're sometimes overlooked, but both can lay claim to a unique place in the company's history: the 924 Carrera GTS as pure a driving machine as any produced, with solid gold factory motorsport credentials; and the 968 Club Sport, the saviour of the type, and a model that did so much to change buyer

perceptions when the marque was at an all-time financial low. Without its contribution, where might Porsche be now?

When the 911 and its new 3.2-litre flat six adopted the Carrera nameplate for 1984, the badge went mainstream: up until that point Carrera had stood for something special, reserved for Porsches with hardened steel running through their soul. So if you've never heard of a 924 Carrera GTS before, as well you might not have, you might be pondering how the cheapest Porsche on the market today could have once earned the right to wear such a prestigious name?

It all started with Project EA425, a sports car project Porsche was developing for Volkswagen in the early 1970s. Work continued apace under the guidance of

Porsche's Paul Hensler, with the objective of creating an affordable, front-engined sports car, benefiting from a transaxle layout but utilising as many VW components as possible to keep costs down. When VW's management changed in 1975 the project was abruptly cancelled – just one more example of the tempestuous relationship between the two companies – and Porsche stepped in and bought the rights for 1M DM. The deal included the continued use of the 2-litre Audi engine, which, with the inclusion of fuel injection, Porsche had massaged up to 125bhp, and an agreement to build 924s at Audi's Neckarsulm factory. The car went on sale in 1977 soon paired with the new 928: a first step in boss Ernst Fuhrmann's front-engined, water-cooled, pincer offensive. Its



reception was guardedly positive: there were criticisms of the performance and refinement, and a bout of snobbery which would dog all four-cylinder Porsches for the next near-on 30 years, but the car soon began to build a loyal following, crucially attracting new buyers to the Porsche brand.

Given the restraints placed upon the car during its development, Porsche's engineers were proud of the finished project, but couldn't wait to inject some more power into the overall recipe. That soon arrived with the advent of the 924 Turbo in November 1978, its M31/01 engine – a blown version of the Audi lump – producing 170bhp and providing sparkling performance for the time.

However, the 924 really came of age at the 1979 Frankfurt motor show, where on the Porsche stand sat a striking pearl white 924, with unashamedly aggressive, swollen wheelarch flares, an elongated bonnet scoop much like the snout of an anteater and an interior so red it was as if a tin of tomato soup had just exploded inside. This concept for the forthcoming 924 Carrera GT caused a sensation; with 210bhp it promised serious performance, and Porsche's talk of back to basics fun and amateur motorsport competition pressed all the right buttons amongst enthusiastic

buyers. But there was more: a trio of racers based on the concept would be at Le Mans the following year, Porsche claimed. Was the company really going to compete at the great 24-hour race with... with a 924?

There was some hesitancy within the company, even at the very top, as Roy Smith records in his fascinating new book on these cars: 'The Porsche 924 Carrera, Evolution to Excellence' (for full details see the end of this story). Mike Cotton, then Porsche GB's press officer, remembers Porsche's head of R&D Helmuth Bott saying about the challenge: "If I wanted to make a

June, three immaculate 'System Porsche' 'prototypes' took the start, with 320bhp engines and weighing only 920kg 'dry', they ran as high as fifth before finishing sixth, 12th and 13th. Porsche had proved the concept, and kept the brand name in the limelight until the Group C 956 would come on stream in 1982.

Meanwhile, the road cars were entering production. Just 75 RHD examples officially came to the UK, and they were all pre-sold. The press were in raptures. 210bhp was a big deal, pulling along only 1,180kg with a full tank of fuel, the increased power derived

“ Was Porsche really going to compete at Le Mans with a 924? ”

Black Forest Gateau, I wouldn't start with a bucket of sand and a bucket of water".

Nevertheless, with Norbert Singer in charge of the car's development, the project was in the safest possible hands. In just seven months a racer, known as the 924 GTP, took shape. The GTP name was arrived at because there was no way Porsche could build the 400 Carrera GT road cars required to gain

homologation in the GT class. Come

from an intercooler, higher compression ratio and a digital ignition system – a first on a Porsche. The blistered front and rear wings, and the sills, were made from GRP composite, and the suspension lowered 10mm at the front and 15mm at the rear. GTs only came in silver, red or black, but did feature a comfortable interior specification derived from the standard Turbo.

Which brings us neatly to the Carrera GTS, the car that awaits us on this bright but freezing cold morning at Specialist Cars of Malton. After a typical warm welcome and a gawp at the indecently well-stocked showroom, my eyes fall

Not ideal conditions for a lightweight, rear-drive shootout. Fortunately conditions were rather better off the moors. Hats off to Specialist Cars, though, for letting us take these machines out



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924 CARRERA GT

Model tested:	Porsche 924 C GTS
Engine:	Four-cylinder inline
Transmission:	Rear-drive, six-speed manual
Body style:	Coupe
Suspension:	MacPherson strut (f), coil spring rear
Top speed:	155mph
0-62mph:	6.0secs
Power:	245bhp at 6250rpm
Torque:	247lb ft at 3000rpm



They don't make 'em like this anymore. You can thank the days of motorsport homologation for exotic machines like this 924 Carrera GTS

on a blazingly red 924 at the other end of the room. To see the GTS is to love it immediately. In a junior, chirpy form, it manages to exude from every screw and bolt head the same kind of naked mentalist aggression epitomised by the 993 GT2. It's a featherweight terror – a Barry McGuigan in his prime, just itching for a fight – quite different to the slick '80s charm of a 944 Turbo.

The GTS was specifically intended for fast road and privateer competition use. All were red, all were left-hand drive and only 59 were made. Thanks to 1 bar of boost peak power now stood at 245bhp, and with glassfibre doors and bonnet plus the use of Plexiglas for all the windows bar the windscreen, the kerb weight dropped to only 1,121kg. A battery located to the boot and part-aluminium, adjustable suspension were just some of the additional features.

15 GTSs were built to Club Sport specification by hand at Weissach, and most featured a roll cage and even more lightening measures to take weight to just 1,060kg – as well as more boost yielding 270bhp. Rally, Race, Touring, Comfort and 'Group B' 'packs' were available to tailor a specific car to an intended use. Beyond this was the GTR, the customer-spec pure racing car for 1981, but that's another story.

The driver's door opens rapidly in my hand; more rapidly than I had imagined because it has all the mass of an empty crisp packet. Inside are without doubt the most

evocative bucket seats I've ever seen, with their lollipop integral headrests, deep sides and base hole for a six-point belt. They appear to be the same as those that Ickx may have parked his posterior on in a 935/78. Wow.

This stunning example has travelled just 10,000 miles since leaving the factory in 1981, and has been in long-term ownership for much of its life. Today, our Macan S support car registered the ambient temperature as 1 degree Celsius, and the North Yorkshire countryside is hidden under a continuous blanket of snow. I can't work out if

accepted a stamped time card at the end of a special stage.

The steering wheel is very low, like all 924s and pre-facelift 944s, and the interior sparse and noisy, with its familiar vertical dashboard and basic, chunky switchgear. Mounted high on the central tunnel, the five-speed gearbox with first on a dog-leg is easy enough to operate and pleasingly tactile. Racer-raw it may be, but the GTS is happy to trundle around Malton's urban areas while car and driver warm up.

With the white snout of the 968 jousting in the rear view mirror, we judder over the cattle

“ The GTS was intended for privateer use ”

I'm shuddering in the driver's seat due to the lack of any in-car heating at the moment, or the thought of too much boost on icy moorland roads in someone else's £200,000 car. Yes, I did say £200,000...

The little Audi lump churns into life and idles contentedly enough in the freezing morning air with an industrial chatter. It is not melodious or exotic but it is rather loud and, as with the visual impression, it suggests a car where all frippery has been consigned to the skip. I tug shut the sliding element of the fixed side window and feel as though I've just

grid onto the moors. It's time to up the rev limit a bit. You're probably imagining plenty of turbo lag, and you'd be right below 3,000rpm. But then again, being so light it's easy to get through that transient phase. From 3,000rpm to 4,000rpm there is suddenly a significant increase in the rate of acceleration and noise. Its arrival is sudden, and makes the GTS effortlessly fast in traffic and between corners – you can drive it like this for miles and make excellent progress. You can even tell yourself that it feels like a surprisingly quick little car, but that thought is made a mockery of when



you hold your right foot down and let the revs surge past 4,000rpm. This is the point at which the GTS attempts to reach another orbit and goes, frankly, ballistic. So amusingly brusque is the arrival of the boost at this point that the nose of the GTS helplessly pops skyward and the rear squats down like a cartoon car. Meanwhile, I'm laughing out loud as the rev counter needle positively rips around the dial towards 7,000rpm, where upon there's no red paint to deter you. Once experienced, the sensation is addictive, but on these roads, with clearly visible patches of ice, it's also slightly concerning: the GTS will spin its rears in second, third and even fourth. Back off, and it fires a rolling salvo of bangs from the functional looking tailpipe,

accompanied, so says photographer Fraser following, by an occasional stab of flames. I am slightly overwhelmed, and now completely in love with this little car.

To drive it's everything you would imagine. It's a terrible cliché to say you think a car into a corner, but in the GTS that's exactly how it feels, a whirl of the cogs upstairs and a faint pressure on the slender rim of the wheel suffices for fast curves, which the GTS scythes into and then seemingly floats around like a bee riding along on the current of a breeze. Feedback, from the road and everywhere else, is absolute. Simply, this is the act of driving as an activity, not as a means of getting from A-B – it is an all-engrossing joy.

I love every second of my time with this ballsy but unpretentious, quasi-factory road racer, and as you can imagine, I'm most reluctant to relinquish my custody of the keys. But do that I must, as another Porsche classic awaits. And yet I never thought I'd call a 968 Club Sport ordinary, but for the first two miles, having jumped straight out of the GTS, it feels as though I'm wearing ear defenders and woollen mittens. This just can't be right.

The 968 was a troubled car arriving at a difficult time for Porsche. Under attack from all sides and losing money hand over fist, Porsche started going through company management like sacrificial front splitters.

The ageing 944 line needed an update to maintain sales, so in typically thorough

Top: The 924 Carrera GTS looks properly aggressive with scoops and ducts, plus those flush-fitting lights. Wide arches point to later 944. It's a proper road racer

Left: Audi derived turbo engine puts out 245bhp from its two-litres. Interior is properly stripped. Fuchs wheels really suit the 924



968 CLUB SPORT

Model tested:	Porsche 968 CS
Engine:	Four-cylinder inline
Transmission:	Rear-drive, six-speed manual
Body style:	Coupe
Suspension:	MacPherson strut (f), torsion bar rear
Top speed:	157mph
0-62mph:	6.5secs
Power:	240bhp at 6200rpm
Torque:	225lb ft at 4100rpm



Unlike the 924 Carrera GTS, the 968 Club Sport was no homologation special, but it was a lightweight and a proper, old school rear-drive special

THANKS

Specialist Cars of Malton for allowing us to drive both of these fantastic cars: specialistcarsltd.co.uk +44 (0)1653 697722. The 968 is now sold but the 924 Carrera GTS is still available.

"The Porsche 924 Carreras – Evolution to Excellence" gives a really detailed and enjoyable history on everything to do with these cars. Written by Roy Smith, it's published by Veloce Publishing Limited (veloce.co.uk) ISBN 978-1-845846-45-9 and costs £75.

fashion all areas of the car received attention. The big, 3-litre 'four' received a new Porsche advancement in VarioCam adjustable timing for the inlet camshaft, plus a new inlet manifold, forged connecting rods and a stronger crankshaft too. It now made 240bhp and 225lb ft of torque, formidable outputs for a naturally aspirated four-cylinder engine. There was a new six-speed manual gearbox, and the option of a four-speed Tiptronic too, while most obvious of all an exterior restyle smoothed off the 944's '80s edges and brought in 928-style retractable round headlights. As a 944S3 it looked like a

decision had been taken by new boss Wendelin Wiedeking to put the car out of its misery, and production was planned to cease in 1995. But a great car was to get the ending it deserved, and the answer was to remove a good proportion of the comfort items to lose 80kg, tune the chassis, and paint it in simple, primary colours. Out went the rear seats, the electric front seats, mirrors and windows, and some of the sound deadening, and in came bucket seats, lower suspension, and the additional option of even firmer M030 suspension and a limited slip differential. The icing on the cake was a price

earlier mentioned. It's not here to compete with the GTS at all: it's here because it's the final iteration of the 924-944-968 lineage, and in its lighter Club Sport guise, could be seen as a spiritual successor of sorts to the GTS. It costs a tenth of the Carrera at current values, only partly because it has travelled nearly 150,000 miles further in its lifetime, although an in-house re-spray and TLC means it looks – and feels – fit for its age. It's nothing like as bespoke as the GTS; in many ways a similar relationship ties them together that also exists between the parts bin special 987 Cayman R and the considerably more developed (so it would appear) 981 Cayman GT4.

With an extra litre of cubic capacity and double the valves, the 968 gets within 5bhp of the GTS, but despite the junking of all that equipment it still weighs a fair chunk more at 1,320kg. The engine couldn't be more different: it's still not a particularly tuneful device, but it's vastly more linear in its delivery, and quick too, especially if you use all the revs available.

Having said that, the Club Sport has never been about the straight sections of road – the engine feels like a device to do the job but to me not much more – rather it's the corners that provide truly fabulous entertainment. By the third mile I'm grinning like an idiot, exasperated at myself for even having doubted the car for a second. The Club Sport still feels like a serious device in the way it

“ Suddenly no one had a bad word to say about the 968 ”

decent job, except suddenly it wasn't an S3: boss Ulrich Bez wanted to portray it as a new model, so 968 it was. The media and the market were not convinced about that.

Sales were disastrously below expectations and a cloud of gloom hung over Stuttgart. Sophisticated Japanese rivals such as the Nissan 300ZX Twin Turbo and the Mazda RX-7 (Mk3) exposed the (marketing) weakness of only having four cylinders. Within 18 months of going on sale the

tag in the UK considerably cheaper than the normal 968 (£28,975 – £33,547).

It worked. Suddenly no one had a bad word to say about the 968, and while sales continued at a snail's pace for the standard car, the Club Sport sold keenly. In the UK, Porsche offered a 'Sport' model – effectively part-Club Sport specification but with the rear seats and a few items put back in.

Of course, the 986 Club Sport most definitely isn't an 'ordinary' sort of car as



can devour a good road, there's so much confidence to be derived from the beautifully balanced transaxle layout, and the limits are undoubtedly high; the brakes resilient. The Club Sport has really aged well. It's undeniably easier to live with than something like a Carrera GT, let alone the Carrera GTS, as you might expect from a car built a decade later, but the rapport you quickly build with the car is as applicable on these unforgiving icy roads as it is a summertime trackday. It remains an essential purchase for any comprehensive Porsche stable.

Ironically, the 968 could have had its Carrera GT moment, race history and all, when Porsche enlarged the 944 Turbo engine to 3-litres and created the 968 Turbo

S. With a stonking 305bhp it even shared a GTS-style tougher twin brother in the form of the race-ready, 335bhp 968 Turbo RS, envisaged for the German ADAC Cup series: Porsche planned to build as many as 100, but in the end just 17 were constructed (and only four RS models within that figure) before 968 production ended. After humble beginnings as EA425 all those years previously, the type's time had finally run out, its legacy some of the best drivers' cars Porsche has ever conceived.

As I write this story we're just two weeks away from seeing the new Cayman GT4 at the Geneva motor show. It's a proper GT Department car, and a GT4-class racing version is already confirmed. Sat below the

GT3 911 in the hardcore branch of the range, it has the air of the pugnacious underdog, and with just four cars per UK dealer this year, so the rumour goes, it might also be as infuriatingly elusive as the 924 Carrera GT was when new. Just maybe, as in 1979, the climate is right for a different Porsche to assume the role of enthusiasts' favourite of the moment.

As for the 924 Carrera GTS, I still break into a smile every time I think about driving it. Authentic, immediate, raucous, loveable – it's one of the most enjoyable and memorable cars I've ever had the privilege to drive. Given how Derek Bell has treasured his 'company' Carrera GTS from new, I suppose that shouldn't have come as a surprise... **PW**

Top: 968 Club Sport is the spiritual successor to the 924 Carrera, in a way that no 944 ever got close to being

Left: Body coloured, fixed back buckets were a defining feature of the Club Sport. It was a track-day special, before trackdays had really been invented



			
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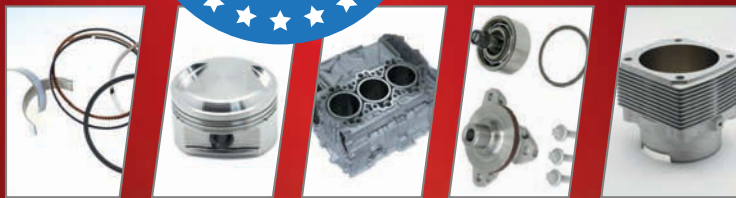
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997heaven

The Gen1 997 is now firmly on the 'value for money' radar and the 997, whether Gen1 or 2, could be the last of the truly great drivers' 911s. We take a Carrera, Carrera S and a mighty Turbo for a drive

Words: Adam Towler Photography: Max Earey



997 CARRERA

Model tested: Porsche 997 Carrera
Engine: 3600cc, flat six DOHC, 24-valve
Transmission: Rear-wheel drive, six-speed manual
Body style: Coupe
Suspension: MacPherson struts (f), multi-link rear
Top speed: 177mph
0-62mph: 5.0 secs
Power: 321bhp at 6800rpm

997 CARRERA S

Model tested: Porsche 997 Carrera
Engine: 3800cc, flat six DOHC, 24-valve
Transmission: Rear-wheel drive, Tiptronic
Body style: Cabriolet
Suspension: MacPherson struts (f), multi-link rear
Top speed: 182mph
0-62mph: 4.8 secs
Power: 350bhp at 6800rpm

997 TURBO

Model tested: Porsche 997 Turbo
Engine: 3600cc, flat six twin turbo
Transmission: Four-wheel drive, six-speed manual
Body style: Coupe
Suspension: MacPherson struts (f), multi-link rear
Top speed: 193mph
0-62mph: 3.9 secs
Power: 472bhp at 6000rpm



997 heaven: Carrera leads Turbo and Carrera Cabriolet. Colours are typically customer conservative, but no bad thing for resale

What a sensation the 997 was when it first appeared back in 2004. In an instant it made the majority of 996s seem a bit meek, slightly bland on the outside and definitely low rent on the inside. The 996 was – and most definitely still is – a great car, and a crucial one for Porsche as a company, but it was the 997 that emphatically put the sexiness back into the 911 – that gave it those sponge-friendly curves so missed since the last days of the 993.

It may have been developed from the 996, shared the same soul and much more besides, but it was wider, stronger, safer and more aerodynamic. But this is not a feature about the history of the 997. In fact, having just read the opening lines above you may be surprised to hear that it's more like a rallying cry for a car that's attracting an unenviable reputation in some circles for trouble. The 996 may well be cheaper, but there's already talk of depreciation on the best of those having flattened out, and as their number decline, the 997 is next in line for the 'value' era and the inevitable cull those years will bring.

Neither is this feature an in-depth look at the issues surrounding the M97 engine: this publication has delved deeply into that before, and that piece is well worth a read if

you've even a passing interest in the 997. Of course, we will nevertheless touch on those issues, because to ignore them would be naive, but overall at *911 & Porsche World* we just love the 997, and the following is some of the reasons why.

Let's start with the Carrera, sold recently by RPM Technik near Tring to its current owner (that alone is of significance, although more on why that should be later on). It's an archetypal noughties-era silver 911, like so many, with the grey leather interior and specced up as many 3.6s were with bigger wheels and other options. Silver may be predictable, but it's a great hue for understanding the contours of the 997's shape. The wider frontage, with a return to the traditional round, or ovoid in fact, headlamps, evokes the spirit of the original 911 more than the more complex arrangements favoured on the 996. The doors are actually thinner, but in conjunction with wider rear arches over a broader track, and sill covers that splay outwards at the rear, the hips of the car have a much greater emphasis than the 996. Crisp lines integrated into the overall form, such as the creases in the front and rear PUs, add a feeling of strength to the 996-generation's soft, arguably slightly too amorphous shape. That impression of solidity is more than just skin deep too: the 997 was built by a new process where high stress areas

were bonded and welded simultaneously. The 'shell' is significantly more rigid, and safety performance in the advent of a crash took a good step forward.

It doesn't matter how much of the above technical information you read, nor how long you spend gazing at the 997's shape, it's what you feel when you open the door that makes the biggest impression. Improving the perception of quality inside the 997 was a key aim, and the cool, Teutonic facia, slim and upright in the style of an original 911 in some ways, is noticeably more upmarket in feel than that of the 996. In a good example like this car, it still feels nearly contemporary. To be honest I actually prefer its simplicity and overt Porsche-ness to the current, button-strewn effort.

Another, perhaps less well known improvement was in accommodating taller drivers. Given I'm over six foot in stature, I'm glad the pedals were moved slightly further forward and the depth of seat adjustment increased. It's a great driving position: low to the ground but with enough adjustability to get really comfortable for long journeys.

The Carrera has always been overshadowed in the UK market by its big brother the S, not so much for the performance, but more one suspects because of the way cars are sold in this

The 997 featured many styling tweaks over the 996, not least a return to rather more conventionally shaped headlamps





The 997 was more sculpted than its 996 predecessor. The arches bulge in all the right places and the wheels really fill the arches

country and the belief, propagated by many in the industry and particularly at sale time, that a car needs to have a certain spec to be desirable. This often has only scant connection with what makes for a good drive, and so it is with the 997 Carrera: these are always better as simple as possible, not least if you can find one with the standard spec of 18" wheels and passive suspension. Sure, most buyers were desperate to fit 19" rims and keep up with the Joneses, but a Carrera on 18s is a beautiful thing to steer. In my view the same goes for Sport Chrono, the PASM dampers, electric seats and all the rest.

The M96/05 engine was carried over largely unchanged from the outgoing Gen2 996, as the engine code would suggest. That means 321bhp in a coupe that at 1,395kg holds a slight weight advantage over the S; in reality, it's a subtly but importantly different car to drive.

It's a pleasingly sonorous engine, mellow even in standard form, but with a delicious, warm howl when fitted with a sports exhaust like this car has (a standard 3.6 has two oblong tail pipes, not the quad pipes of the S model). Actually, this Carrera sounds better even than I remember it, and given the sun is shining today despite the chilly temperatures, I spend a good deal of the day driving with the windows dropped. It's an engine that's perfectly in tune with the overall package. It pulls well from low revs without complaint when shunting around in heavy traffic, but one that also likes to be exercised right through the rev range, whereupon it feels as quick as you'd ever need to go on the public road. Not once on our drive did I feel short-changed by the performance on offer.

Steered via the now sadly unfashionable slim rimmed steering wheel, it's a delicate

sort of car to drive that can be placed unerringly precisely, and the shift quality of the delightful six-speed manual gearbox is much the same. You don't need to muscle it, and neither does it fight back, and perhaps some interpret that demure proficiency as lacking 'character' or as somehow signifying a dearth of commitment from the driver. For me it's just how this 911 goes about tackling a road, full stop. It really is a 911 you could use every day, but that will also offer tremendous rewards when you really want to drive as well, all wrapped up in a modern package that has timeless visual appeal. That the Gen1 Carrera has, anecdotally, a better reliability

never ignore the Carrera S. However much you might try and convince yourself that the regular car may be somehow the purer, driving 'high ground' if you like, the S has this way of wielding its way into your affections and staying firmly put.

For the first time since the loss of the Carrera 3.0 for the 1978 model year, the regular 911 range had a faster, brawnier, second tier in the shape of the Gen1 997 Carrera S, and right from launch too. This offered both more power from a larger engine, and a higher level of standard equipment. At its core was a new M97/01 engine (M97/02 when connected to a Tiptronic 'box') that added a couple of

“ Most fit 19s, but a Carrera on 18s is a beautiful thing to steer ”

record than the Carrera S, is surely just icing on this particular Stuttgart baked creation.

Then again, I appreciate there's always an alternate view. A friend helping out on the day commented afterwards that the car feels too normal, and that he prefers the 'full fat 911 experience', in his words. He's an enthusiastic 964 owner, and while I don't share his view on the 997, I think it's valid to include it here, particularly within an air-cooled frame of reference. To people who have this viewpoint on the 997 I always say 'you should try a 991 then', because compared to the current 911 the 997 already feels like a classic 911 in the making!

Although the 3.6 is a corker, you can

hundred cubic centimetres to the displacement to reach 3,824cc. The expansion was due to a larger bore (possibly an Achilles heel as we'll come to in a minute) rather than a change in stroke, and the result was a fulsome 350bhp, 295lb ft of torque; a top speed of over 180mph and a 0-60mph of around 4.5 seconds. S models also received xenon headlamps, 19" wheels and PASM suspension as standard.

Some of the best drives I've ever had have been in Gen1 997 Carrera Ss. In particular, I love the Sport pack cars with their lower, firmer, non-PASM suspension and slippery diff – they can be a pain in the proverbial on bumpy, urban roads, and they're not quite a GT3-lite to be fair, but

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997 Carrera S Tiptronic Cabriolet. OK, it may not be our tippie, but the best selling 997 globally was exactly that spec, and more than likely in silver too!

I love their character all the same. Which is why I'm quite glad, in an odd sort of way, that our representative example for this test is a Tip-Cab. I know, not perhaps a fair comparison with the other two cars here, but in spite of reading plenty of negative press about the Carrera S recently, I know I'd harbour hopelessly optimistic plans of buying one if this was a drive in a sorted coupe today. And anyway, not only is it appropriate to have a genuine mix of car types in this type of feature, it's worth remembering that the best selling 997 globally was the Tiptronic Cabriolet Carrera S.

This particular Cab is rather special, with a very high spec and just 16,000 miles on the odometer. RPM Technik are selling it on an agency basis, for as a rule they just won't sell from stock a Gen1 997 Carrera S. By contrast, if it has the right (read 'high' spec) and good history/condition, they will market a 997 Carrera (hence the 3.6 earlier in this story), although they don't come along too often. I can think of at least a couple of traders who operate a similarly informal rule of thumb, so what's going on here? Why are some people giving S models such a wide berth?

The answer is the perceived fragility of the M97: the great elephant in the room of 997 Gen1 ownership. So let's pause for a minute to try and gain some perspective: firstly, on a practical level, just how realistic

is it to expect a high performance car that's, say, 10 years on and with 100,000 miles on it, to not require some level of deep maintenance? Because these 911s are so modern in so many ways, there's a sense here that a) they can be treated like any contemporary supermini and b) that as a Porsche, it'll just run and run for all time. Clearly, that's not the case, and who knows how much Gen1 Ss have suffered for lives spent in the city – near the financial wealth that allowed them to be purchased in the first place of course – thrashed from cold on short, stop-start journeys by often less than

year of manufacture. But the M97's big problem is bore scoring, often attributed to poor heat management within the block in certain situations and conditions. Thanks to that bigger bore size, there's simply less metal around each cylinder in the M97 than there is with its little brothers.

But by the same token, if these cars really were such a disaster, surely other businesses wouldn't continue to sell them in large numbers. Firms like 911 Virgin, and Finlay Gorham, for example.

Charlie at Finlay Gorham has some interesting thoughts: "Gen1 997s are great

“ The M97's big problem is bore scoring ”

sympathetic owners who won't have matched the largely 'enthusiast' profile these cars have today? Interestingly, another piece of anecdotal wisdom suggests it's often the low mileage Tiptronic cars that are subject to the most problems – evidence, perhaps, of an engine subjected to inappropriate use in some way?

So what are these issues we're alluding to? To a certain degree there's the IMS bearing and RMS problems, affecting various iterations of the M96 engine to a lesser or greater extent, depending on the

cars, but they need keeping an eye on. Because of their additional performance over previous 911s, 997s – particularly the S – tend to get driven harder, and with 2-year servicing intervals (unlike the 996) you can have an S that only has five stamps in the book after 10 years of use. If there's limited paperwork as well you tend to get a bit worried!" He's pragmatic about what the cars offer: "The 997 was a genuine advancement in all the key areas, but there are certain things where the quality wasn't good enough – exhaust systems for



example, and although the interior looks nicer it doesn't wear in some places as good as the 996. Carreras definitely tend to have fewer problems, whereas a Carrera S with Tiptronic is the most likely to cause trouble in our experience, perhaps because the 'box will allow the engine to labour on steep hills".

Ok, and what about getting to the crux of the matter on the S: "We have a specific warranty just for the Gen1 Carrera S", says Charlie, "due to the nature of that engine design, and a fair proportion of work on site is in rebuilding them". Make of that what you will. "But people are still buying them like hot cakes – we can't really get enough of them to sell. They're aware of the issues, and is it

really any different to top end rebuilds and oil leaks on the air cooled cars? At £20-25,000 the S is good value at the moment, particularly so compared with certain other modern-era 911s out there. Carreras tend to only be a few grand cheaper".

With all of the above chewing around in my brain I twist the key in the Cab's ignition and recall instantly that unique starter motor churn. When the 3.8-litre lump fires it immediately sounds different to the 3.6: it's a raspier tone, with a real crackle and snort when blipped at idle, and a much angrier sounding shriek at higher rpm. There's the devil in this engine that simply isn't there with the Carrera.

The 997 Cabriolet was also improved

over its predecessor, in the process clawing back a little more of the rigidity lost in chopping off the roof of a perfectly good 911 (and adding another 85kg). Sorry, that sounded really cynical, but personal preference dictates I'd never choose a 911 in cabriolet form. And yet... and yet on what must be the first decent day of weather in 2015, it's warm enough – with the assistance of the heater – to have the roof dropped at every opportunity, something that's so easy to do with the fully electric operation of the (lighter) roof in the 997. So configured, I love every minute of the drive around the beautiful Herts/Beds downs, for all the reasons that people traditionally love cabriolets, and I suppose, all the same

Top right: That classic 911 shape in profile loses nothing in 997 guise. Turbo is mighty. Below: 997 interior features upright dash and is clearly 911 derived





Dark star. Is there a better colour for the 911 Turbo? Sinister, but subtle at the same time, only the diamond cut alloys bring a bit of 'bling' to the party

reasons I secretly like them too. It doesn't matter that we're not going overtly quickly, or that the steering lacks the precision of the coupe and the structure still likes a wobble over a tricky road surface or bump in the road, it's just a joy to savour the sound of the engine, the fresh air and the scenery that surrounds the car. You feel part of the action in a way you never quite can in a car with a fixed roof.

Nevertheless, it would be a lot better if there was a manual gearbox to operate. So many cars in this era were ordered with the automatic Tiptronic 'box, and while they're

is ponderous.

The Cab has been fun, but right now that's almost immaterial, given the presence of a brooding, dark, supernatural force parked nearby. When you're caught in the tractor beam of a Gen1 Turbo's xenons, resistance is futile.

We did ponder at length on whether anything with a Mezger motor should be involved in this test; in some ways it would be cleaner just to look at the Carrera range, for they really are the bargains at the moment in the modern-classic Porsche world. But whereas a Gen1 997 GT3 is

Gen2 997 switched to the A91-based turbo motor. As such, it'll always hold a special place in the hearts of Porsche enthusiasts, chiefly for its racing pedigree and its inherent strength, the latter something that makes it ripe for tuning.

This particular Turbo is just coming into stock at RPM Technik, and hence hasn't yet had the attention to stone chips and the like that the company likes to sort before marketing their cars. Never mind – we're not going to be obsessing over such details today, instead it's the 502lb ft of torque on overboost that will be catching the attention. You need the Sport Chrono pack to get the full hit, and obviously to then have pressed the little 'Sport' button, but once you've felt the way the Turbo leaps forward between 2-4000rpm you are, quite frankly, hooked. It's an outrageous narcotic and I can only admit I'm a totally hopeless addict; have always been so, right from when the car was launched and that first mind-scrambling drive in '911 HUL'.

So it doesn't matter to me if the PASM suspension set up isn't optimal – the car surprisingly soft in normal mode, pitching and rolling markedly at times under the forces at work, but all but unusable in the stiffer setting. It doesn't bother me either that even for a die-hard fan of the manual transmission, I can see the limitations of the six-speed manual 'box when coupled with this engine, whose frantic boost-rich delivery

“ The Gen1 was the last 911 Turbo to use the Mezger engine ”

THANKS

RPM Technik for providing the three stunning cars in this feature, and to the owner of the Carrera as well.
rpmtechnik.co.uk
01296 663824

And also to Finlay Gorham for their input to the story:
finlaygorham.com
01284 827427

fine for ambling around a city centre or hacking along a busy motorway, they're so far off the pace of modern automatic gearbox technology it's laughable. Naturally, time marches on, and it's unfair to compare then and now, but whether it's the terrific ZF 8-speed torque converter or the seven-speed PDK, these days an 'automatic' option is the choice for outright performance and fuel economy, as well as just for ease of use. On a B-road the Tiptronic option

already a finely performing investment (damn – another one missed) and a car with an invisible halo of prestige surrounding it, the Gen1 Turbo is, as is a Turbo's wont, still not the poster boy it's naturally aspired brother has become. Consequently, with prices tending to sit in the £40-50,000 bracket, it offers spellbinding performance for comparatively good value for money.

The Gen1 was the last '911 Turbo' to use the Mezger engine, remember, before the



and limited rev range mean you end up driving all but one handed in the lower gears, so rapidly does the car demand the next cog. And, to be honest, I've always hated the diamond cut wheels, too. No matter. This is one of the great Porsches in my view. There had been astounding Turbos before, but the combination of the Mezger engine and the variable vane turbochargers (a first on a petrol production car) is something else: all rattly and familiar at idle, and bass-heavy in exhaust note, but then capable of delivering a brutally immediate punch with so little lag. It really is as if a giant invisible hand has just scooped you up in its palm and carried you a hundred yards down the road in an instant.

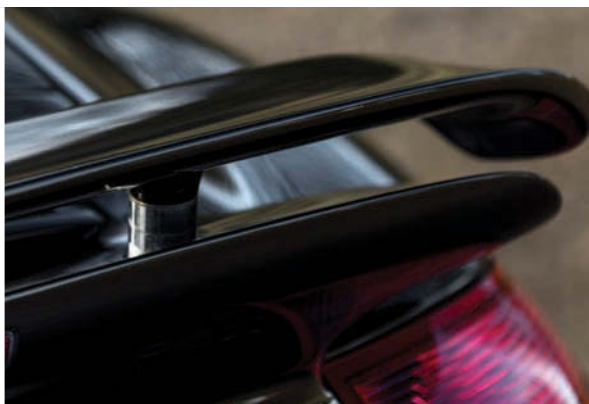
But the Turbo isn't a 100% golden ticket here. Over £40,000 is a significantly larger investment than a Carrera, obviously. And running a Turbo has expenses in line with any other prestige marque supercar – that is to say considerable. Turbos are tough cars, but if and when things do need replacing the bills will be steep, and problems with the four-wheel drive transmission aren't unheard of. It's the sort of car where you might have a few good years on the trot, but sooner or later there's going to be a very big bill. Neither are they as frugal as more recent Carreras: getting into the 20s on a cruise is good going, and use all the performance and it's more like mid teens. And talking of the performance, you'll be travelling

everywhere a good deal faster than anyone else, with the corresponding risk to your licence.

Having said that, one of the most remarkable things about the Turbo is how it can cover so many bases effortlessly. Stay off boost, and use just odd or even gears, and it'll pad around urban roads with aplomb; the next minute it'll be frying your brain. It's a future classic. But then again, so are the Carreras in their own way. Both naturally aspirated cars offer so much, and if you can look past or contend with the potential pitfalls – and what performance car doesn't have the potential to empty our wallets? – then they're a truly fabulous 911 to own. *Vivre le 997. PW*

Classically clean shape of the 997 still looks great today. Basic Carrera works for us. This one has sports exhaust

Biplane rear wing is a defining Turbo feature. Exhausts sit flush in rear apron





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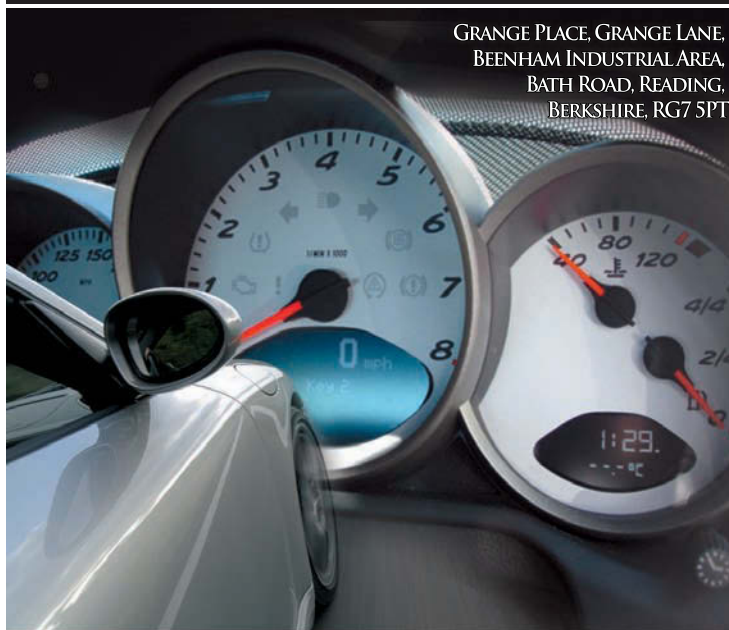


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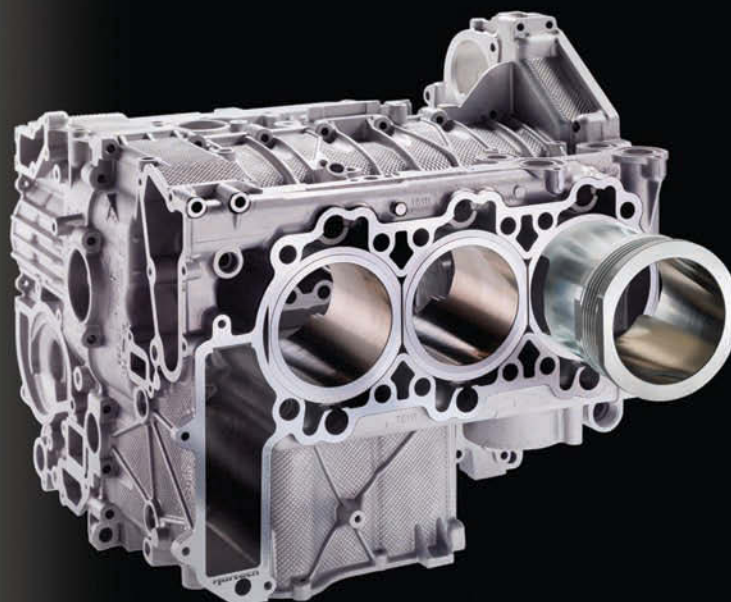
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MAGICAL HISTORY TOUR

Way back in 1937, the first Porsche-designed racing cars took to the track in the UK, while in 1951, there was every possibility that Connaught Engineering might have become the official importer of Porsche cars into the UK. Keith Seume takes to the road in search of history at the wheel of a 991 Carrera GTS

Words: Keith Seume Photos: Antony Fraser, Delwyn Mallett and archives

The trip didn't start particularly auspiciously, grey skies threatening rain, snapper Fraser threatening to fill the GTS with enough gear to equip a studio. It was cold, we were in Reading and all that lay immediately ahead was a short trip on the M4 towards London.

It doesn't sound a glamorous way to start a two-day tour of the country, but our objective was to visit as many places in the UK of

historical significance to Porsche. And Reading, being the location of Porsche Cars Great Britain, was an obvious starting point (all the more so because that happens to be where we collected the Guards Red Carrera GTS).

Our transport for the duration was a two-wheel drive version with PDK transmission – to me, the perfect weapon for a speedy blast from A to B (and then on to C, D, E, etc). Much though I normally prefer manual gearboxes, the thought of struggling with stop-go city traffic

while selecting one of seven ratios lacked appeal. PDK, on the other hand, would allow the luxury of letting the (drive)train take the strain while we concentrated on fending off school-run mums and wayward white van men.

The planned route retraced Porsche history in the UK: importers, club meets, dealers. But first we had to tackle the great British motorway system. The M4 is no longer a nice place to be – what were once open stretches allowing you to relax now have more cameras pointed at



“The GTS inspired confidence in this cut and thrust environment...”

Modern Skoda and Jeep dealership marks the site of AFN, the original UK Porsche importer. The address remains the same: 400 London Road, Isleworth...

Below, left to right: Dickie Stoop collects his 904GTS from AFN. The 904 was the first Porsche to use the GTS tag; Lydden Hill was site of first rallycross meeting, won by Vic Elford in a 911; eastward bound

you than the car park at GCHQ, while the closer you get to London itself, the more frantic traffic becomes, everyone anxious to keep ahead of everyone else. A red Porsche, is, of course, fair game in these surroundings: nobody will give you any space, every BMW and Audi driver wants to tailgate you.

But as for the car itself, the GTS inspired confidence in this cut and thrust environment. Even with its uprated and lowered suspension, and lightweight sports seats, it was a pleasant place to be on these battle-scarred roads. But it was still good to head off into suburbia and a rather more leisurely game of threading the wide-body 991 between badly-parked 4x4s as we ventured towards Isleworth.

The first port of call was an innocuous

glass-fronted dealership on the old London Road. Traffic whizzed by, bus passengers throwing what we took to be admiring glances at the Porsche as it sat ticking away on the pavement outside Marlborough Skoda's glossy showrooms, possibly wondering what the owner of a £100K car was doing checking out Yetis and Fabias. But the point of the photo-opp was the dealership's former persona, that of AFN Ltd.

It was back in 1929 that Harold John 'Aldy' Aldington made the decision to build a new factory for the purpose of building (and selling) Frazer Nash sports cars. The property, Falcon Works, 400 London Road, Isleworth, consisted of a two-storey brick building with a large four-window showroom, with offices

and a flat above.

The AFN business 'empire' grew throughout the 1930s, the pinnacle of its success being the signing of a deal in November 1934 which saw AFN Ltd take on the exclusive rights for BMW in the United Kingdom, as well as non-exclusive rights for the rest of the British Empire. The cars were to be marketed under the name 'Frazer Nash BMW'.

Despite the understandable anti-German feeling after the war, AFN continued to sell used BMWs – notably the sporting 328 model – with some success. It was while on a visit to the 1950 Geneva motor show that Aldy's brother Bill saw the new Porsche sports cars on display. He was impressed and felt that the combination of a small engine, slippery



WHAT'S A GTS?

The very name should be enough to arouse interest, especially among those with an eye to history. The three letters GTS (short for Grand Turismo Sport, apparently) were first used by Porsche on the original 904GTS, which made its appearance in 1963 ready for the 1964 racing season.

This little mid-engined sports car was the first glassfibre-bodied Porsche, and was powered by the legendary four-cylinder four-cam 'Fuhrmann' engine. Some variants also featured the six-cylinder 911 engine. The 904GTS was road-legal and was used in all forms of competition, from rallying to endurance events, such as Le Mans.

The GTS moniker has been resurrected by Porsche at various points in the past, and was most recently used on the last of the line 997s, essentially a run-out model with two-wheel drive and the wide-body styling of the Carrera 4. However, the new GTS is far from being a run-out model and now has a permanent place in the current 991 line-up.

Seen by Porsche as a midway point between the 400bhp Carrera S and the 475bhp GT3, the 430bhp 991 GTS was launched as a coupé or convertible – now recently joined by a Targa – in either two- or four-wheel drive. All models, regardless of drivetrain, come with the wide-arched bodywork and 36mm-wider track of the Carrera 4, while they also feature the 20in centre-lock wheels previously seen only on the Turbo S.

The 3.8-litre engine gained an extra 30bhp over stock due to changes to the inner workings of the inlet manifold, modifications to the cylinder head ports and different camshafts, all of which combine to make the GTS package one of the most impressive in the Porsche line-up. Silky-smooth tourer, or loud and muscular animal – the choice is yours according to throttle position or whether you've pushed the 'super sport' button on the console...

You have a choice of seven-speed manual gearbox, or similarly-ratio'd PDK, rear- or all-wheel drive – 'our' car was a two-wheel drive with PDK, which, I have to say, would be my choice. PASM (Porsche Active Stability Management) is fitted as standard, the ride height being 20mm lower than stock, while PDCC (Porsche Dynamic Chassis Control) is an active roll compensation system that helps keep the GTS on the straight and level through the bends. An improved aero package reduces front end lift and increases rear downforce.

Does it all work in real-world situations? Most launch 'road' tests are carried out on tracks, or track-like roads – rarely do greasy bumpy lanes in rural Gloucestershire get a look in. To be honest, I was left impressed by the way the GTS handled the potholes, mud and errant tractors that conspired to ruin any cross-country drive. The GTS may be at its happiest on billiard-table-smooth surfaces, but it certainly didn't feel unhappy blasting along between the fields and hedgerows of rural England.

The £100,000 question is, of course, would I buy one (assuming I had such a sum available)? I guess in an ideal world, I'd have a GTS (exactly as tested – Guards Red and all) and a classic 911 in my garage. But what if I had to choose between one or the other? All I can say is, please don't put me in that situation, OK? Some of my friends may never speak to me again...

“It was hard not to dream what it was like to sit behind the wheel of a 917...”



bodyshell and low overall weight would appeal to the typical AFN customer.

Although the Aldingtons had hoped to rekindle their pre-war relationship with BMW, the Munich-based company was showing little sign of recommencing car manufacturing, concentrating instead on the sale of motorcycles. Porsche seemed, then, a natural way ahead for AFN. But Aldy himself didn't share his brother's enthusiasm, preferring the thought of continuing to promote the Frazer Nash brand. Only when Porsches were exhibited at the 1951 Earls Court Motor Show, as we shall see, did Aldy relent.

The Aldingtons were not the only people to consider importing Porsches into the UK. But as history has proved, they were the ones who eventually took the plunge and were able to sign a deal with Stuttgart to become the official distributor of the German marque in this country. The fact that Aldy's old friend from the pre-war BMW days, Baron Huschke von Hanstein, was now Porsche's racing and PR manager certainly helped oil the wheels.

This assistance was most useful, for it turned out that somebody else already held the licence to import Porsche cars into Great Britain: Charles Meisl. His name will crop up again further along our journey.

Leaving the hustle and bustle of Isleworth behind, the GTS threaded its way through west London traffic out towards the M3 and then the infamous M25. The 430bhp 991 seemed perfectly happy in the inevitable crawl, the only problem for yours truly being the low (and non-height adjustable) seating position which meant that the passenger-side front corner remained invisible. That's just one of the things I like about old 911s: the fact that you have such a great view forward, the bonnet sloping down between the wings, each serving as effective corner markers!

Once off the M25, the chance to give the car free(er) rein finally presented itself. Our destination, via the M2 and A2, was Lydden Hill in Kent, a rather lonely area of the county that life seems to have passed by – it seems nearby motorways now whisk traffic off to Dover to leave local villages quiet and looking slightly down at heel.

Lydden Hill circuit dates back to 1955 when Bill Chesson promoted stock-car and grass-track racing on the site. It wasn't until 1965 that a Tarmac track surface first appeared, creating what is currently, at just one mile in length, Britain's shortest racing circuit.

But what is the Porsche connection? On 4 February 1967, the very first rallycross

Pause for reflection at Brands Hatch. Looking across the track, you could almost hear the scream of the Ferraris as they tried to keep up with Rodriguez's Gulf 917. The 1970 BOAC 1000km was the race of the century...



Above, left to right: Pedro Rodriguez drove the race of his life to win the 1970 BOAC 1000km at Brands Hatch; Connaught GP cars remembered on a plaque; original Connaught factory buildings remained until the 1990s...

most demand some creature comforts.

As for the technology with which the GTS and its siblings abound, does anyone honestly think that back in 1973, had this technology been available, Porsche wouldn't have incorporated it in the 2.7 Carrera RS, which everyone holds aloft as the 'ultimate' 911? Of course they would. As a die-hard lover of classic Porsches, I am always preparing myself to dislike 'moderns' but I always come away impressed and wanting more.

And here's one for you: for roughly the same money (say, £100,000 and some change for the GTS), you could probably buy a 1973 2.4 911S. Certainly you'd find a nice 2.2S for that. Which would you rather have in your garage? A 1970s 911 or the 2015 GTS?

Well, the answer's obvious, isn't it? You'd immediately say... Oh, hang on. Do I have to drive it every day? Do I really have to use it in rain and snow? Am I expected to cross continents at the drop of a hat? Makes you think, doesn't it?

The next stop on our Magical History Tour was Brands Hatch where, in 1970, what will go down in history as one of the greatest motor races ever took place. The event was the BOAC 1000km race, held on a very wet day in April. The crowds gathered to watch what promised to be a battle royal between the Gulf Porsche 917s and the works Ferrari 512s. The former were driven by Pedro Rodriguez/Kinnunen and Siffert/Redman, aided and abetted by Elford/Hulme and Hermann/Attwood in the works cars. The factory-entered Ferraris were driven by Amon/Merzario and Ickx/Oliver.

Amon was on pole, with Siffert, Ickx and Elford behind. In atrocious conditions, Elford took off like a bat out of hell and grabbed the lead. But by lap 17, Amon was back in front, cars spinning off left, right and centre in the torrential rain. Rodriguez was black-flagged for passing under a yellow flag and spent a number of laps in the pits receiving a tongue-lashing by the clerk of the course.

Rodriguez eventually restarted five laps down and then proceeded to drive the race of his career, overtaking everybody in the biggest show of *cajones* anyone had ever seen – or has seen since. Incredibly, after

almost seven hours racing, he finished five laps ahead of second-placed man, Vic Elford. Sitting in the GTS looking across the track beneath threatening grey skies, it was hard not to dream what it must have been like to sit behind the wheel of a 917 on that day...

The next leg of the tour took us back onto the M20 and thence onto the M25 once again. And for the first time, the GTS felt less than happy. The reason was the road surface. The southern section of the M25 consists largely of great swathes of concrete, the effect of which, when combined with the low and fat 245/35 and 305/30ZR20 tyres, is to create a loud and quite irritating thrum that succeeded in drowning out both radio and conversation. Only when we swung off onto the A3 towards Guildford, did the noise finally desist.

The A3 was another example of open warfare, with trucks and light commercials refusing to give an inch as we attempted to join the main carriageway. Here the GTS's searing acceleration in sport mode came into its own, enabling us to spot a gap and go for it. But the sense of freedom was short lived, for it was time to swing off at the first exit, ignore the temptation to go and check out the old Tyrrell workshops at Ockley and instead head down to the former site of Connaught Engineering at Send.

This may seem like another unlikely 'Porsche site', but bear with us... The Connaught name was a play on 'Continental Autos', a garage which specialised in foreign cars. Located adjacent to the original A3 a few miles to the north of Guildford, Connaught gained notoriety in 1955 as the first British team to win a Grand Prix since 1923, when Tony Brooks won at Syracuse. Back in 1951, though, as members of the SMMT (Society of Motor Manufacturers and Traders), Connaught exhibited at the Earls Court Motor Show in London.

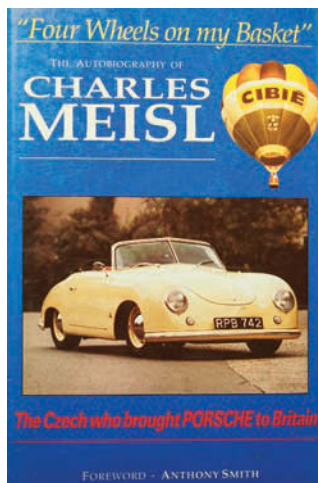
Czech émigré Charles Meisl, who worked at Connaught as a salesman, had already spoken to Porsche about the possibility of importing its cars into the UK. He arranged for three 356s to be brought into the country, a Cabriolet and a pair of coupés. The Cabriolet and one coupé were exhibited on Connaught's stand (the second coupé was

meeting was held at Lydden Hill – rallycross being a half-and-half Tarmac/dirt circuit race series aimed squarely at Saturday afternoon TV audiences. That first meeting was a far cry from today's rallycross events, with their purpose-built four-wheel drive turbocharged monsters, for most competing cars were road-legal sports cars and rally-prepped saloons.

The winner of that inaugural race was none other than one Vic Elford, driving an AFN-supplied Porsche 911, GVB 911D, ahead of Brian Melia in a Ford Lotus Cortina and Tony Fall in a BMC Mini Cooper S. (Actually, there is an on-going debate about whether this really was the first rallycross, for a similar style of race was held at Brands Hatch in 1963. Whatever your view, the fact remains that the very first event to be advertised as 'rallycross' was won fairly and squarely by a little red 911 driven by one of the all-time greats.)

By now, the love affair with the GTS was beginning to bud. I'm tiring of people telling me that modern 911s are too big, too bloated and too far removed from what 'they were really all about'. The fact remains that all modern cars are 'too big' – blame that on crash tests and, in many cases, customer pressure. Not everyone wants to drive a stripped-out trackday car like an Aerial Atom –

Below, left and right: Charles Meisl wrote of his days with Connaught and the first Porsches he brought into the UK; Connaught turned down the chance to be the UK importer, to concentrate on racing. A mistake...





“AFN looked into relocating the entire operation to this windswept location”

kept back as a demonstrator), where they drew considerable interest.

It was as a result of this that Bill Aldington of AFN once again suggested to his brother Harold ('Aldy') that they seriously reconsider the idea of becoming the official importers. Connaught, on the other hand, showed less interest, preferring to concentrate on its racing operation. In hindsight, it was not the best of decisions for, in 1957, the racing team's money finally ran out. Had they shared Meisl's enthusiasm, who knows what the future might have held?

Meisl gave his Porsche dreams one last chance, heading up the A3 a couple of miles to Ripley, home of Colborne Garages. Its founder, John Colborne-Baber, is credited as being the first person to import a Volkswagen into the UK and had connections in Germany that allowed him to track down spare parts before there was any official British operation. Colborne-Baber showed considerable interest in Meisl's plans and the two began to discuss how best to go about it.

In the meantime, HJ Aldington had been across to Stuttgart to meet with Huschke von Hanstein and Albert Prinzig, the 'money man' at Porsche. The end result was the agreement for AFN to become UK importer, putting Colborne-Baber and Meisl's dreams on hold. While Colborne-Baber went on to head one of the first – and most successful – VW dealerships in the country, Meisl went to work for AFN. After all, it was he who had signed that original licensing deal with Porsche.

From Ripley, the sat-nav (which, I have to

admit, did drive me nuts for being slow in giving directions – telling you to 'Turn left' at a junction after you've already started to do so is annoying) took the GTS back towards the M25, then onto the M3, and then to the A322 through Bracknell, and back onto the M4 once again. Destination? Castle Combe circuit.

By 1972, it was clear that the original Falcon Works building was woefully inadequate, especially considering that Porsche Cars Great Britain Ltd now shared space with AFN Ltd, the former being the official importing operation, the latter handling sales and service. As a temporary fix, premises at Worton Hall in Isleworth were chosen to house the ever-expanding operation (VW enthusiasts among our readers might recognise this name as the former home of GP Buggies!). This gave everyone a little breathing space while other options were considered, among them Castle Combe racing circuit in Wiltshire.

Through its offshoot AFN (Castle Combe) Ltd, AFN owned the lease for this track, which had opened in 1950, having been decommissioned as an RAF airfield two years earlier. AFN looked into relocating the entire Porsche operation to this windswept location, with another possible site being at Port Richborough in Kent. Local opposition to further expansion of Castle Combe effectively scuppered the plans, while a fall in sales due to the first oil crisis put paid to plans for a glossy new HQ at the alternative site in Kent.

AFN (Castle Combe) Ltd was eventually sold to a group of local motor racing

enthusiasts to enable motor racing to continue at Castle Combe. The new company, Castle Combe Circuit Ltd, took over the facility in 1976, while Porsche made the decision to build new premises at Richfield Road in Reading, little more than a stone's throw from the current HQ.

So, after more than 300 miles at the wheel of the rear-drive 991, it was time to reflect on the car and the day's events over a pint or two. By now, what had started as a budding love affair was beginning to grow into a full-blown lust. The GTS, to me personally, represented everything a modern 911 should be. Two-wheel drive? Check! Relatively light (I did say 'relatively'...)? Check! Fabulous brakes? Check – those big PCCB composite brakes are breathtaking in their efficiency. Chassis feedback? Check! Sound? Oh yes – the sound!

Floor the throttle and prompt the exhaust to go into 'sport' mode, and you'll be blessed with an aural treat such as only a Porsche can deliver. If you want, you can manually select the 'open' exhaust setting, too. One moan: the ancillary gauges for fuel, oil and water are illegible, concealed behind the rim of the leather-clad steering wheel. If you really need to know what's going on then it's easier to call up the digital display in the right-hand 'dial'.

The only other minor negative is this: as the GTS is equipped with the figure-hugging (well, most people's figure, that is – not some scrawny journo who weighs in at well under 10 stone...) seats, it was difficult to achieve the perfect driving position. I like to have my

It's hard to imagine now that Castle Combe could have become the home of Porsche Cars GB had local opposition not scuppered the plans. Wiltshire track was once owned by AFN (Castle Combe) Ltd



Left to right: Colborne Garages in Ripley, Surrey, was another possible UK importer, but AFN tied up a deal with Porsche first; pause for hearty repast and much needed sleep in Wiltshire; back on the motorway again...



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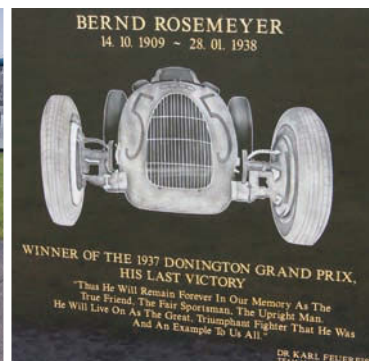
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Above, left to right: Donington Park circuit doesn't even get a mention on road signs these days; Look, it's an Auto Union!; memorial commemorates the passing of Bernd Rosemeyer, just months after his victory at Donington

arms reasonably straight, but even with the electrically-adjusted steering wheel at its forward-most setting, I couldn't get entirely comfortable. Blame my short legs on that...

The problem is you can't adjust the angle of the backrest. If the car was mine, I'd be inclined to make some modifications to the mountings to allow the seat to be tilted back a little. A small point, maybe, but enough to make things a little uncomfortable after two or three hours' driving.

OK, onward and upward – north, that is. The next stop was the famous Donington Park circuit in Leicestershire. The reason for the trek across country was to visit the home of the first ever visit by Porsche-designed racing cars to the UK.

The famous circuit was built on land which formed part of Donington Park estate, owned by John Gillies Shields. In 1933, the President of the Derby & District Motor Club, Fred Craner, had convinced Shields to open up part of the estate for use as a racing circuit and, after putting on a few successful smaller events, in 1935 he took the bold move to promote the first Donington Grand Prix.

That inaugural event was won by Jack Shuttleworth, driving an Alfa Romeo, the second, a year later, by 24-year-old up and coming British driver Dick Seaman, who shared an Alfa Romeo 8C with Hans Ruesch.

In 1937, interest in European motor racing peaked following the signing of Seaman by the Mercedes-Benz Grand Prix team. The level of public interest in this move led Craner to invite the two big German teams – Mercedes-Benz and Auto Union – to race at Donington. It would be the first time the famed Silver Arrows appeared on British soil.

Mercedes-Benz sent no fewer than five of

their W125 GP cars to England, while Auto Union sent three of their Porsche-designed mid-engined C-Type racers. Among the stars racing that day were Rudolph Carraciola, von Brauchitsch and Seaman for Mercedes, and Bernd Rosemeyer for Auto Union. The remainder of the grid comprised homegrown heroes, such as Earl Howe and Raymond Mayes, driving technologically outdated ERAs, and such like.

After a close-fought battle, it was Rosemeyer who took the chequered flag, ahead of von Brauchitsch and Carraciola. Sadly, it was to be Rosemeyer's last ever race

The trip across country to Donington had finally given us chance to explore the GTS's handling on more rural roads, some narrow, twisty and bumpy, others wide and sweeping. The GTS handled each with aplomb, but is clearly – and unsurprisingly – happier on the latter. On the greasy back roads, lovers of classic 911s would recognise the tendency of the rear-wheel drive 991's front end to wash out on tight corners.

The light application of the throttle will readily cause the tail to step out briefly before all the electronics kick in to slap your wrists and pull the car back in line. It's all good and

“After a close-fought battle, it was Rosemeyer who took the flag, ahead of von Brauchitsch and Carraciola...”

victory for, in January 1938, he was killed while attempting to set new speed records on the Frankfurt-Darmstadt autobahn.

Under the ownership of Tom Wheatcroft, the museum at Donington used to contain an Auto Union but, sadly, that has now been sold. However, there is a Rothmans-sponsored Prodrive 911SCRS and a number of Porsche-designed WWII military vehicles, including three *Schwimmwagen* and a similar number of *Kübelwagen*, plus a military Beetle and a pre-war chassis. Also of interest is a huge Porsche-designed Steyr *Kommandeurwagen*.

relatively safe fun – but you're left in no real doubt who's the boss... It's just how a great sports car should feel.

From Donington Park circuit, our route then took us down the A42 and onto the M42 motorway where the GTS settled down to a steady 70-75mph cruise with the rest of the afternoon traffic. Onwards then to the M5 south, junction 5, Droitwich – or more accurately for our purposes, Droitwich Spa, home of Chateau Impney.

This unlikely-looking building in the style of a typical French chateau was built in the 19th century and was once the home of industrialist John Corbett, who made his fortune through salt mining. Since 1925, it has been a hotel, its 106 bedrooms accommodating visitors to the many conferences held there. More importantly, though, this is the location of the first official meeting place of the Porsche Club Great Britain (PCGB).

The story of how PCGB came to be has been told in this magazine in the past, but to summarise, it came about following separate discussions between Porsche's overseas PR manager, Roger Halliday, and two UK enthusiasts, Jeff May and Arthur Sheffield. Halliday suggested that May and Sheffield put their heads together and start a UK-based club for Porsche owners.

They placed an advert in *Autosport* magazine to publicise a meeting at the Grand Hotel in Birmingham in an attempt to bring together other Porsche owners. Unfortunately, the magazine wasn't published until the same day as the proposed meeting, so the impact of any advertising was lost.

Just nine people turned up, and it was decided to give it a go by organising another gathering, which is recorded as being the first official meeting of what was to become PCGB

Donington Grand Prix Collection contains a lot more than just GP cars – it's a great day out. Whether a 991 GTS will ever find its way into the collection remains to be seen...





– at Chateau Impney on Sunday 22nd October 1961. Today, just inside the main entrance, a small engraved plaque records this momentous occasion.

Many of the club's meetings were informal, with local groups meeting at various pubs, including the Coach & Horses in Kew Green, west London, and the nearby Pope's Grotto in Twickenham (now the Alexander Pope Hotel). But one of the most memorable meeting places was Shellingford House near Faringdon, Oxfordshire. This was the home of famous racing and rally driver Betty Haig and her partner Barbara Marshall.

Betty Haig was the grand niece of Field Marshall, the Earl of Haig, and part of the famous whisky distilling family. She had an amazing career, riding horses and motorcycles from her early teenage, before venturing onto four-wheels with a worn-out 1922 ABC saloon. Numerous other cars passed through her hands, including MGs, Morgans, Singers and an Aston Martin. She drove these cars in rallies before the war and then, after, purchased a BMW 328, which she drove with measurable success.

Many other cars came and went, including a V12 Ferrari in which she won the *Coupe des Dames* at the 1951 Le Mans 24 hour race. Incidentally, Haig's future partner, Barbara Marshall, acted as a mechanic for the Ferrari team at this event – this was almost certainly the first (only?) time Enzo Ferrari employed a female mechanic to look after his precious cars.

Haig eventually turned to Porsche, with the purchase of a 1951 'Pre-A' coupé, registration number UUW 14, which was later to be joined by a 1958 356A Super, about which she was quoted as saying '(it's) the best they built; later ones are rather spoilt'. Her interest in Porsches led to the offer of Shellingford House as a meeting place, with many of the luminaries of PCGB regularly attending gatherings in the courtyard of this wonderful Cotswold house.

From Shellingford, our route took us back to the current HQ of PCGB, Cornbury House in Moreton-in-Marsh, Gloucestershire. By the early 1980s, membership had reached such a level that it was deemed necessary to buy a property from which the club could be run in an efficient manner. Ayton House in Northleach, Glos, was the chosen location but barely a decade on, it was becoming clear that the club had outgrown even this property.

In 1996, PCGB moved to its current location at Moreton-in-Marsh, more specifically a modern three-storey building on a small business park on the outskirts of this picturesque town. By 2001, the building – Cornbury House – was fully up and running and continues to this day as the nerve centre of the largest officially recognised Porsche club in Europe.

From the Cotswolds, we headed back on the A44 across towards Oxford, then down the A34 to once again join the M4, this time at Chieveley, after which it was but a short blast to Junction 12 and the turn-off for Porsche

Centre Reading, also home of Porsche Cars Great Britain. The end of the road for us, and the return to a warm, dry garage for the GTS.

After 780 or so miles over the two days, we'd managed to average just under 29mpg, at an average speed of, well, let's not bother about that. It was, how shall we say, not very high. But you can't argue with the mileage – that's about double what you might expect to get out of a '73 911S if driven in a spirited manner. Fuel-injection technology sure has changed, as have chassis dynamics, brakes, trim quality and – dare we say it? – levels of performance and overall sophistication.

Try as we might, it is practically impossible to make a direct comparison between the old and the new. The difference is chalk and cheese. Neither car (a 1970s 911 or the 991) is 'better' – they are different tools to do a different job. Back in the day, though, the 2.4 911S was, in many ways, the equivalent of the new GTS, and as such was superior to its lesser siblings – just as, to my way of thinking, the two-wheel-drive GTS is a cut above the average 991. If such a word can be used to describe a modern Porsche...

To make a better future, you have to look back to the past. Looking at the GTS, one can't help but think Porsche's engineers might have gained some inspiration from the 'classics' of old. Put the driver first, but resist taking things to the extreme. After all, not everyone wants to drive something as uncompromising as a GT3 – or, come to that, a race-ready 2.8 RSR. **PW**

Chateau Impney at Droitwich Spa was the setting for the first official meeting of Porsche Club Great Britain, which was held in October 1961 – a plaque in reception celebrates the occasion

Below, left to right: Shellingford House was venue for Porsche Club gatherings. Eric Studer's Carrera Speedster joined the fun; Prodrive-prepped 911SCRS is on display at Donington; Seume clearly feeling the cold on the M42





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Porsche 911 (997) 3.8 Turbo Coupe Gen II
2010/59, Carrara White, 500bhp, Ocean Blue Leather, PCM 3 - Touchscreen Sat Nav, Bluetooth Phone Prep, BOSE Sound System, Electric Memory Seats, Mileage 19700. **£64,900**



Porsche 911 (997) 3.8 Carrera S Coupe Gen II
2011/61, Dark Blue Metallic, 385bhp, Manual, Black Leather, PCM 3 - Touchscreen Sat Nav, Bluetooth Phone Prep, BOSE Surround Sound System, Heated Seats, Mileage 37600 **£47,900**



Porsche 911 (997) 3.8 Carrera S Coupe PDK Gen II
2011/61, Basalt Black, Automatic, 385bhp, Black Leather, PCM 3 - Touchscreen Sat Nav, Bluetooth Phone Prep, Sport Chrono Pack Plus Heated Seats, Mileage 48200. **£46,900**



Porsche 911 (997) 3.8 Carrera S Coupe PDK Gen II
2009/59, Basalt Black, 385bhp, Automatic, Black Leather, PCM 3 - Touch Screen Sat Nav, Bluetooth Phone Prep, Sport Chrono Pack Plus, BOSE Surround Sound System, Mileage 53500. **£39,900**



Porsche Cayenne D 3.0 V6 Tiptronic
2011/61, Dark Blue Metallic, 240bhp, Automatic, Black Leather, Servotronic, PCM 3 - Touch Screen Sat Nav, Bluetooth Phone Prep, Air Suspension PASM, Electric Memory Seats, Heated Seats, Mileage 58600. **£35,900**



Porsche 911 (997) 3.8 Carrera 4S Coupe
2006/06, Seal Grey, Manual, 355bhp, Black Leather, PCM - Sat Nav, Sport Chrono Pack Plus, PSE - Porsche Sports Exhaust, BOSE Sound System, Sports Seats, Aluminium Handbrake and Gearlever, Mileage 28900. **£32,900**



Porsche 911 (996) 3.6 Turbo Coupe Tiptronic
2003/03, Polar Silver, Automatic, 420bhp, Automatic, Grey Leather, PCM II Sat Nav, BOSE Sound System, Large Carbon Pack, Sports Seats Sunroof, Litronic Headlamps with Wash, PSM, Mileage 34900. **SOLD**



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PORSCHE 997 – GT3/TURBO / C4S / C2S / C2

2011 - 997 GT3 RS 4.0 GEN II (GRANDPRIX WHITE) 11,000 Miles
4.0 Ltr, Black with Red Sports Bucket seats, Red Seats Belts, PSM/PASM/PCM 3-Touch screen Satellite Navigation, Telephone, Chrono Pack, Sports Exhausts, Climate Control, 19" GEN II 997 GT3 Alloys, Full Service History

2007 - 997 TURBO COUPE TIPTRONIC (BASALT BLACK) 47,000 Miles

Black Leather Int, Sports Chrono, PASM/PSM/PCM-Sat Nav, Telephone, Sports & Heated Seats, Part Electric Seats, Sunroof, Rear Wiper, White Dials, Porsche Crested Headrest, Climate Control, Traction Control, Rear Parking Sensors, 19" Turbo Alloy Wheels, Full Porsche Service History

2007 - 997 TURBO COUPE MANUAL (COBALT BLUE) 73,000 Miles

Black Lthr Intr, PSM/PASM/PCM-Sat Nav/Telephone, Chrono Pack, Sports Exhausts, Heated/Memory/Fully Electric Seats/BOSE-CD Changer, Alcantara Headlining, Sunroof Porsche Crest Embossed on the Headrest, M/F/S wheel, Rear wiper, Rear parking Assist Xenons, 19" Turbo Alloy wheels, Full Porsche Service History

2007 - 997 GT3 (SPEED YELLOW) 48,000 Miles

Black Leather Interior, PSM/PASM/PCM-Sat Nav/Telephone/Recaro Sports Seats, Chrono pack, Sports Exhaust, Alcantara Headlining, Roll Cage, Yellow Seat Belts, 19" GT3 Alloy wheel, Full Porsche Service History

2009 - 997 GEN II C2S PDK COUPE (SILVER METALLIC) 28,000 Miles

Black Leather Interior, PSM/PASM/PCM 3-Touchscreen Sat Nav, Telephone, IPOD Connector, Chrono Pack, Heated Seats, Alcantara Headlining, Rear Parking Assists, 19" GEN II Carrera Alloy wheels, Full Main Dealer Service History, One former Keeper Only

2009 - 997 GEN II C2 COUPE PDK (GT SILVER) 33,000 Miles

Black Lthr Intr, PSM/PASM/PCM-Sat Nav/Telephone/BOSE & CD Changer, IPOD Connector Chrono Pack, Cruise Control, Heated & Semi Electric Seats, Alcantara Headlining, Rear Parking Assists, 19" GEN II Carrera Alloy wheels, Full Main Dealer Service History

2008 - 997 C4S COUPE TIPTRONIC (SPEED YELLOW) 26,000 Miles

Black Leather Interior, PSM/PASM/PCM-Sat Nav, Telephone, CD Changer, White Dials, Switchable Sports Exhaust, M/F/S Wheel, Rear park Assist, Sunroof, Xenons, 19" Sports Design Wheels, Full Main Dealer Service History

2008 - 997 C4S COUPE MANUAL (BASALT BLACK) 46,000 Miles

Full Black Lthr Intr, PSM/PASM/PCM-Sat Nav/Telephone/BOSE & CD Changer, White Dials, Sports Exhausts, Heated Seats, Alcantara Headlining, Part Electric Seats, Rear Park Assist, Climate Control, 19" Turbo Alloys, Full Porsche Service History

2006 - 997 C4S COUPE MANUAL (BASALT BLACK) 39,000 Miles

Black Lthr Intr, PSM/PCM/PCM-Sat Nav, Telephone, Heated/Memory/Sports & Fully Electric Seats, Sunroof, White Dials, M/F/Steering wheel, Alcantara Headlining, Rear Wiper, Rear Park Assist, Sports Exhausts, Climate Control, Full Main Dealer Service History

2006 - 997 C2S COUPE TIPTRONIC (BASALT BLACK) - 55,000 Miles

Full Black Lthr Intr, PSM/PASM/PCM-Sat Nav/Telephone, M/F/S wheel, BOSE, Heated/Sports Seats, White Dials, Switchable Sports Exhaust, Alcantara Headlining, Rear Wiper, Rear Park Assist, Climate Control, 19" Splitrim Alloy wheels, Full Main Dealer Service History. (Just been carried out major service)

PORSCHE 996 TURBO

2002 - 996 TURBO COUPE TIPTRONIC S (RACING GREEN) 38000 Miles

Sand Beige Lthr Intr, PSM/PCM-Sat Nav, Telephone, Porsche CD Changer, BOSE Sound system, Heated Seats, Sunroof, Fully Electric Seats, Rear Wiper, Alcantara Headlining, Rear Park Assist, 18" Turbo Alloys, Fully Service History.

PORSCHE PANAMERA

PORSCHE PANAMERA (G1) D V6 PDK DIESEL (DARK CARBON GREY)

2012-14,000 Miles, Black lthr intr, PSM/PASM/PCM-Touchscreen Sat Nav, Telephone, MFSteering wheel, BOSE, CD Changer, Memory/Heated/Electric Seats, Sports Exhaust, Cruise Control, Chrono Pack, Sunroof, Rear wiper, Front and Rear park Assist, 20" Alloy wheels, Full main dealer Porsche Service History, One Owner from New.

PORSCHE 993 - TURBO / C2S / C4S / C2 / C4 / TARGA

1998 – 993 TURBO “S” COUPE MANUAL (SPEED YELLOW) 60,000 Miles

Black Leather/Carbon Fibre Interior, Litronic Lights, Sports Seats, Electric Seats, Electric Mirrors, Yellow Dials, Porsche Radio & Single CD Changer, Yellow Seat Belts, Sunroof, Rear wiper, Yellow Callipers, 18" Turbo S Alloy wheels, Full Service History.

1997 - 993 TURBO COUPE MANUAL (ZENITH BLUE METALLIC) 79,000 Miles

Beige Leather Interior, Sunroof, Sports Seats, Fully Electric Seats, Alpine Radio Player, Rear Wiper, Climate Control, 18" Turbo Alloys, Full Service History

1996 - 993 TURBO COUPE MANUAL (MIDNIGHT BLUE) 21,000 MILES

Grey Leather Interior, Sunroof, Part Electric Seats, Electric Windows & Mirrors, Rear Wiper, Air Conditioning, Becker Radio Player, 18" Turbo Alloy wheels, Full Main Dealer Service History

1995 - 993 TURBO COUPE MANUAL (ARENA RED) 31,000 Miles.

Grey Leather Interior Wood Package Electric Sunroof/Seats Sports Seats Cruise Control Upated Becker CD Player/Bluetooth/Speakers/Sat-Nav Compatibility Climate Control 18" Turbo Alloys (OPC Service History)

1997 - 993 C2S COUPE MANUAL (ARCTIC SILVER METALLIC) 73,000 Miles

Full Grey Leather Interior, Carrera 2S (Widebody Specification), Manual (6 Speed) VARIORAM, Sport Seats, Electric Mirrors, Original Porsche Stereo and CD player, Sunroof, Air Conditioning, Rear Wiper, 18" Porsche Turbo Alloy Wheels, Full Main Dealer Service History

1997 - 993 C2S COUPE MANUAL (ARCTIC SILVER) 71,000 Miles

Varioram, Metropole Blue Lthr Intr, Sunroof, White Dials, SONY Single CD player & Radio, Electric Window & Mirror, Air Bag, Air Conditioning, Factory Fitted Alarm System 18" Turbo Alloys, Turbo Spoiler, Fully Documented Service History

1997 - 993 C2S COUPE TIPTRONIC (ARENA RED METALLIC) 73,000 Miles

Grey Lthr Intr, Sports Seats, Fully Electric Seats, Sunroof, Rear Wiper, Original Porsche Radio, 18" Turbo Alloys, Full Service History

1995 - 993 CARRERA CABRIOLET MANUAL (IRIS BLUE) 108,000 Miles

Marble Grey Leather Interior, Sports Seats, Semi-Electric Seats, Electric Windows, Electric Mirrors, 18" Turbo Alloys, Air Conditioning, Full Porsche Service History.

1995 - 993 C2 COUPE MANUAL (IRISH BLUE) 88,000 Miles

Sunroof, Black leather electric seats, Porsche Immobiliser and spare keys, Recent cosmetic paintwork carried out to remove stone chips, Porsche document wallet and manuals, Rear wiper, Electric spoiler risers and falls as it should Porsche inscribed mats, The car is always garaged and is a C16 UK car, A very nice example in excellent condition.

1994 - 993 C2 COUPE TIPTRONIC (BLACK) 93,000 Miles

Black Leather Interior, Tiptronic, Sunroof, Becker Radio, Electric Seats, Electric Windows/ Mirrors, Rear Wiper, 17" Alloy wheels, Full Porsche & Specialist Service History. (Just been Serviced)

1994 - 993 C2 COUPE TIPTRONIC (BLACK) 99,000 MILES

Marble Grey Lthr Intr, Sunroof, Becker Radio, Electric Seats, Electric Windows, & Mirrors, Rear Wiper, 17" Alloy wheels, Full Porsche & Specialist Service History. (Just been Serviced)

1987 PORSCHE 911 CARRERA 3.2 CABRIOLET (G50 GEARBOX)

126,000 Miles, Manual Gearbox (G50), Matching Numbers Example, Immaculate Blue Metallic Exterior, Full Marble Grey Lthr Intr, Matching Dark Blue Hood, Fully Electric Softtop, Electric Windows and Mirrors, Period Correct Fuchs Alloy Wheels, Comprehensive Service History, Very Original Condition, 10 Years with The Same Owner, Kept with the same specialist for a number of years

1984 PORSCHE 911 3.2 COUPE SPORT (BALTIC BLUE) 74,000 Miles

Manual, Baltic Blue Metallic Coach work, Black Leather Interior, Sunroof, Electric Mirror, Electric Window, Factory Fitted AC, Factory Fitted Alarm system, Fully documented service history.

1991 - PORSCHE 964 C2 COUPE TIPTRONIC 64,000 Miles

Midnight Blue Coachwork, Full Grey Leather Interior, Air Conditioning, Becker Radio Player, Sunroof, Electric Mirror & Window, 17" Alloy wheels, Fully documented Service History.

1990 - 964 C2 CABRIOLET MANUAL (MIDNIGHT BLUE) – 108,000 Miles

Midnight Blue Coachwork, Marble Grey Leather Interior, Sports Seats, Fully Electric Seats Sony CD Player, 17" Alloys, Full service History

1993 - PORSCHE 964 TURBO 2 COUPE 3.3 (GUARD RED) 72,000 Miles

Guard Red Coachwork, 3.3, Marble Grey Leather Interior, Sunroof, Rear wiper, 17" Turbo Alloys, Full Porsche Service History, Exceptional Condition.

1989 - 964 CARRERA 4 COUPE MANUAL (GUARD RED) 127,000 miles

Black Leather Interior, Sports seats, Semi Electric Seats, CD Changer, Alpine Stereo, Bluetooth, IPOD Connection, Rear Wiper, Sunroof, Electric Windows & Mirrors, 17" Alloy wheels, Fully Documented Service History, Immaculate Condition.

FERRARI - MODELS FROM 1967 +

2010 - FERRARI CALIFORNIA (1) 2 PLUS 2 SPIDER 12,000 Miles

Grigio Silverstone with Sabbia, Crema Daytona Seats with Grigio Scuro Stitching and Piping, Nero Carpets, Yellow Rev counter, Central Tunnel and Armrest in Crema Leather, iPod Connectivity, Satellite Navigation, Telephone Module, Electro chromic Interior Mirrors, Front and Rear Parking Sensors, Reversing Camera, Adaptive Headlights, Stability & Traction Control, Magnetirol Dual Mode Suspension, Tyre Pressure Monitor Full Climate control, Ceramic Brake Calipers, 19" Forged Diamond Wheel Rims, Scuderia Shields, Full Ferrari main Dealer Service History

2008 - FERRARI 612 SCAGLIETTI COUPE (NERO BLACK) 11,000 Miles

Full Nero Black lthr intr, HGTC package, Sport Mode, Latest Software on Gearbox to enhanced speed of Gearchange, Sports Exhaust, 19" Modular Alloy Wheels (HGTC Special), Ferrari Ceramic Brakes, Second Generation Sat Nav, I-PD Connection, USB Connection, Telephone, Front & Rear Parking Sensors, Electronic Chromatic wing mirrors, CD Changer, Enhanced Sound system (BOSE), Nero Daytona seats, Memory Seats, Lumbar support, Heated Seats, Tyre Pressure Monitoring System, Xenons lights, Full Climate control, Tracker System, Full Ferrari Service History

2008 - FERRARI F430 SPIDER F1 (Fully protected and wrapped in white) 20,000 Miles

Coachwork as New condition, Grigio Silverstone Coachwork, Nero Black Leather Interior with Red Carpet, Carbon Fibre Trim, Ferrari Stereo with a telephone module, Manettino with Sports and track settings, Climate Control, Ceramic Ferrari shields, Front & Rear Parking Sensors, Ferrari Crested Headrests, Full Ferrari Service History, Very Well Kept Example

1998 – FERRARI 550 MARANELLO COUPE MANUAL (SILVER) 53,000 Miles.

Navy Leather Interior Satellite Navigation with DVD ASR Sports Mode Electric Seats Upgraded Radio & 6 CD-Changer Climate Control (Ferrari Service History)

1996 - FERRARI F355 SPIDER (MANUAL) GIALLO MODENA 28,000 Miles

Giallo Modena Yellow, Full Nero Black Int. Optional Sports Mode, Electric Seats, Electric Hood, Tonnau Cover, AC, R/Parking Sensors, Electric Windows & Mirrors, 18" Ferrari 355 Alloys, Original Toolkit, FSH, Recently Serviced, This car has been known to us for a period of 5 years.

1973 – FERRARI 365 GTB/4 DAYTONA RHD (ROSSO RED) 38,000 Miles.

Black/Red Leather Interior Red Carpets Climate Control "Ferrari Classiche" Full Continuous History Superb Provenance 3 Owners From New.

1967 – FERRARI 275 GTB/4 MANUAL LHD (ARGENTO SILVER) 59,000 Miles.

Full Black Leather Interior Detailed Restoration History Full History Original Build Sheets/Sales Invoice/Tool Kit/Wallet/Hand Books Numerous Concourse & Awards Winner Engine Rebuilt By Ferrari In Johannesburg 26,000 KMS Ago Comprehensive photos showing The Repair & Work Done By Ferrari Exceptional Condition Throughout.

Ferrari 330 GTC COUPE – GRIGIO SILVER

Ferrari Classiche, Rosso Red Leather Interior, 86,000 Miles, Chassis No: 10157-GT, Engine No: 10157-GT, Extensive Interior retrim-(photos available), All MOTs, Fully documented service history with many invoices over the years, Original handbooks and Tool kit, Original sales brochures

CLASSICS - AC / BENTLEY / JAGUAR / PORSCHE 356

1991 - AC COBRA LIGHTWEIGHT (BLACK METALLIC) 5,000 Miles.

1 of 26 RHD Lightweight Black Leather Black Metallic Coachwork with White Stripes Full Black Leather Interior Full Weather Equipment Absolutely Stunning Condition Very Rare With Approximately ONLY 26 Vehicles Manufactured.

1997 AC COBRA MK IV (ROLLS ROYCE EBONY BLACK) - 1997

11,000 Miles, ROLLS ROYCE EBONY BLACK COACHWORK, HAND CRAFTED GREY LEATHER SEATS WITH MATCHING GREY LEATHER HEAD RESTS, LEATHER TRIMMED ALUMINIUM SEMI LIGHTWEIGHT DASH WITH "SMITH" ORIGINAL STYLE INSTRUMENT FINISHED WITHBLACK CARPET WITH PIPED GREY LEATHER. FORD 5.0 LTR H.O. EFI injection engine and normally aspirated 302 cubic inch V8 cylinder arrangement, 8.9:1 compression ratio cast iron engine block with cast iron heads, roller camshaft, upgraded SVO lower aluminium inlet manifold/upper aluminium inlet manifold body with performance 65mm throttle body

1958 PORSCHE 356 A COUPE 1600cc (SILVER) LHD

73,000 Miles, Silver Coachwork, Green Leather Seats, Sunroof, 15" Wheels, Superbly restored, concours condition.

1958 PORSCHE 356A SPEEDSTER (LHD) 1600CC

4,000 miles since restoration, Left hand Drive, 75 BHP Light Blue Metallic, Linen Leather Interior, Wind Deflector, Excellent Service History, Fully restored in California to show standard, 12month Warranty

1972 PORSCHE 911 2.7 RS TOURING 72,000 Miles

7000 miles since total restoration by RUF, Canary Yellow, Black Interior, Left Hand Drive, Complete History of Restoration, including Photos and invoices

1973 Jaguar E-Type Roadster Series III AUTO 25,000 Miles

finished in Carmen Red with Black hide interior and Crema soft top, Automatic transmission, stereo system.The finest Chrome wire wheels. Chrome exhaust system, Fortune owner over the 32years, totally restored to a very high standard. Total miles is 25,000, Fortune spent on restoring this superb E-Type drives like new.This car is just amazing.

1962 - JAGUAR 3.8 MARK II AUTOMATIC LHD (BLACK) 16,478 Miles.

Automatic Black Coachwork Red Leather Interior Power Assisted Steering Wire Wheels Recent Restoration To Virtually Concours Standard

1962 JAGUAR 'E' TYPE ROADSTER 3.8 SERIES I (OPALESCE SILVER BLUE)

Refurbished by one of the UK's most renowned E-Type specialists restored to Concours level. Manual, Series I, palescent Silver Blue Coachwork, Black Leather seats with Navy Blue Carpets, Aluminium Centre Console, Dark Blue Soft top, Restoration work Fully documented. Chromed wire wheels.

1936 - BENTLEY 4 1/4 PILLARLESS COUPE (MIDNIGHT BLUE)

Grey Leather Gurney Nutting Coachwork 1 Owner 40 Years Extensive History A True Classic Completely Original Throughout & Has been Exhibited At Louis Vuitton Concours D'Elegance In Paris 2003. Sunroof Produced By Gurney Nutting Chassis Completely Original Throughout

THE FULL MONTE

Three 911 GT3s turned out for this year's Monte Carlo Rally in the FIA's new R-GT class. We followed the winning Tuthill entry, driven by rally legend Francois Delecour and the second and third placed GT3s of Romain Dumas and Marc Duez

Words: Martin Sharp Photography: McKlein





Monte Carlo: the glittering Mediterranean enclave famous for many reasons. Of course, the fabled Man Who Broke the Bank at the Casino never did so, but clever types have wiped-out a few croupiers' chips in their time. Then there's the super-yachts in the harbour and all the glitzy bits, but although this tax haven for the mega-rich may have been founded on piracy, its name is etched into the annals of motor sport.

Take the challengingly compact Monaco Grand Prix. Grid position, start performance, absolute driving precision – and grandes cojones – are crucial to a win. All demanding massive talent and commitment.

Similar attributes – plus much more – are needed for success on the equally famous Monte Carlo Rally.

Monaco might be on the shores of the Med but the [Monte Carlo Rally] rally is battled-out in the French Alps to the north. In January, when the cols – mountain passes – are subject to meteorological changes within minutes.

A dry Tarmac surface on a stage running up the southern side of a col can become full snow at the top, becoming serious ice cover on the north side down. Thus, succeeding on 'the Monte' demands high-level weather intelligence and clever tyre choice tactics. Which can only come from years of experience of the event. And supreme driving talent.

One driver who holds a full complement of these attributes is affable Frenchman, François Delecour. His Monte career tally is impressive: it was his first-ever WRC rally in 1984, his first WRC DNF in 1986; he scored his first WRC point on the event in 1990, won his first WRC stage on the 1991 Monte, on which he also first led a WRC rally – oh, and he won the Monte outright in 1994, driving a Ford Escort RS Cosworth.

Of the 17 Monte Carlo Rallies he's contested so far, Delecour has stood on the – outright winner's – podium five times and placed fourth overall twice. He reckons the Monte is the most difficult WRC event for a driver. He should know.

François is a big-time Porsche fan who rates the marque as a creator of racing and rally cars holding muster above most manufacturers. Not least because of his earliest rallying impressions as a lad watching Björn Waldegård and Jean-Pierre Nicolas blast the Alpine stages to Monte victories in 911s.

He didn't witness 'Quick Vic' Elföld's famous first Monte Carlo win for the 911 in 1968 though: François was five-years-old at the time. Now 52, the Frenchman secured his dream deal for 2015 last January, just in time for the Monte Carlo Rally. This year the FIA is running its first R-GT Cup over five rallies: Monte Carlo, Ypres, Valais and Corsica, and Delecour is contesting the Cup in Tuthill Porsche's Visit Romania-backed Gen 2 997 GT3.

Before this year's Monte François was enthused by the challenge: "It's an

incredible opportunity to do this championship. All of the rallies are great, but the Monte will be the most difficult. It's very important that we win this one. It is fantastic to be driving this car again, this is my rally, the Monte, and to be here in a Porsche 911 is the dream for me. This will be a very, very difficult rally for this car. The Porsche is quite wide and some of these stages are narrow and tricky and, of course, we won't have the same grip as the four-wheel drive cars."

All true of course. But none of it stopped M. Delecour storming to victory on this first rally of the inaugural 2015 R-GT Cup.

The background to R-GT was explained in the December 2014 issue of *911&PW* which detailed Delecour's first outing in the Tuthill car on the 2014 Rallye de France in Alsace. The FIA created the category in 2011 to enable 'grand touring' sports cars to go rallying at up to World Rally Championship level. While historic rallying still sees sports cars such as the 911 and Lancia Stratos, until R-GT appeared current GT cars, such as Porsches, Aston Martins and Nissan 350Zs have rallied only on national category events in Europe.

The FIA's R-GT initiative aims to attract 'gentlemen' drivers to an 'affordable' level of having fun in rallying and, as such the technical regulations are written to ensure these two-wheel drive cars, with a strong performance potential, particularly on dry Tarmac, are not a threat to cars in the existing top rallying groups, such as the four-wheel drive turbocharged World Rally Cars. The Lotus Exige was the first R-GT to be homologated in July 2012. Other GT manufacturers showed little interest in the category however, although there was much interest in R-GT from private motor sport preparation firms. To account for this and enable R-GT to take-off the eligibility criteria were revised.

Today's R-GT cars are each homologated individually. This is achieved through an FIA Technical Passport, applied for by a particular car's preparation firm or owner and awarded when the FIA is satisfied the car's safety and performance requirements

are met. To keep the playing field level each car is taken on its own merit and various levels of individual performance restrictions are applied to that specific car.

MASTERING MONTE

While each is a gentleman in his own right, the three R-GT drivers lined-up for the 2015 Monte were most definitely not amateurs. There was Monte winner Delecour; Le Mans winner and current works World Endurance Championship works Porsche driver Romain Dumas, and then Marc Duez, a fun-loving Belgian with massive experience in rallying and at Le Mans as a professional driver. All three were entered in 911 GT3s – of differing varieties.

Delecour's Tuthill Porsche car was the 3.8-litre 997 GT3 he pedalled in Alsace, wrapped in Romanian national flag-inspired livery, while Dumas – befitting a works Porsche racer – was driving his rare (600-off) 4.0-litre 997 GT3 RS 4.0, prepared and run by Romain's own private company, RD Limited. Respectfully, Romain decided that for the first round of the R-GT Cup his Porsche would carry the same colours as Björn Waldegård's 1970 Monte-winning 911S, explaining: "He passed away last summer and it's a humble homage that we wanted to do for a great champion."

Duez was the first driver of an R-GT car on the Monte-Carlo Rally when he entered Carlo Mylle's 996 GT3 in 2014. Sadly that event ended with mechanical woes at the 11th time control, but Marc was back this year in the same car, determined to deploy his flamboyant driving style again; fully entertain spectators once more and get to the finish this time. Which he did, third in R-GT.

The Monte Carlo Rally is unique, in many ways; not least for its administration. The Tuthill car's scrutineering time was 17:30. The team made sure the car was there early, looking forward to carrying-on with the necessary preparation jobs back in service before dinner. There was nothing wrong with the car: five hours later it passed scrutineering... the team just



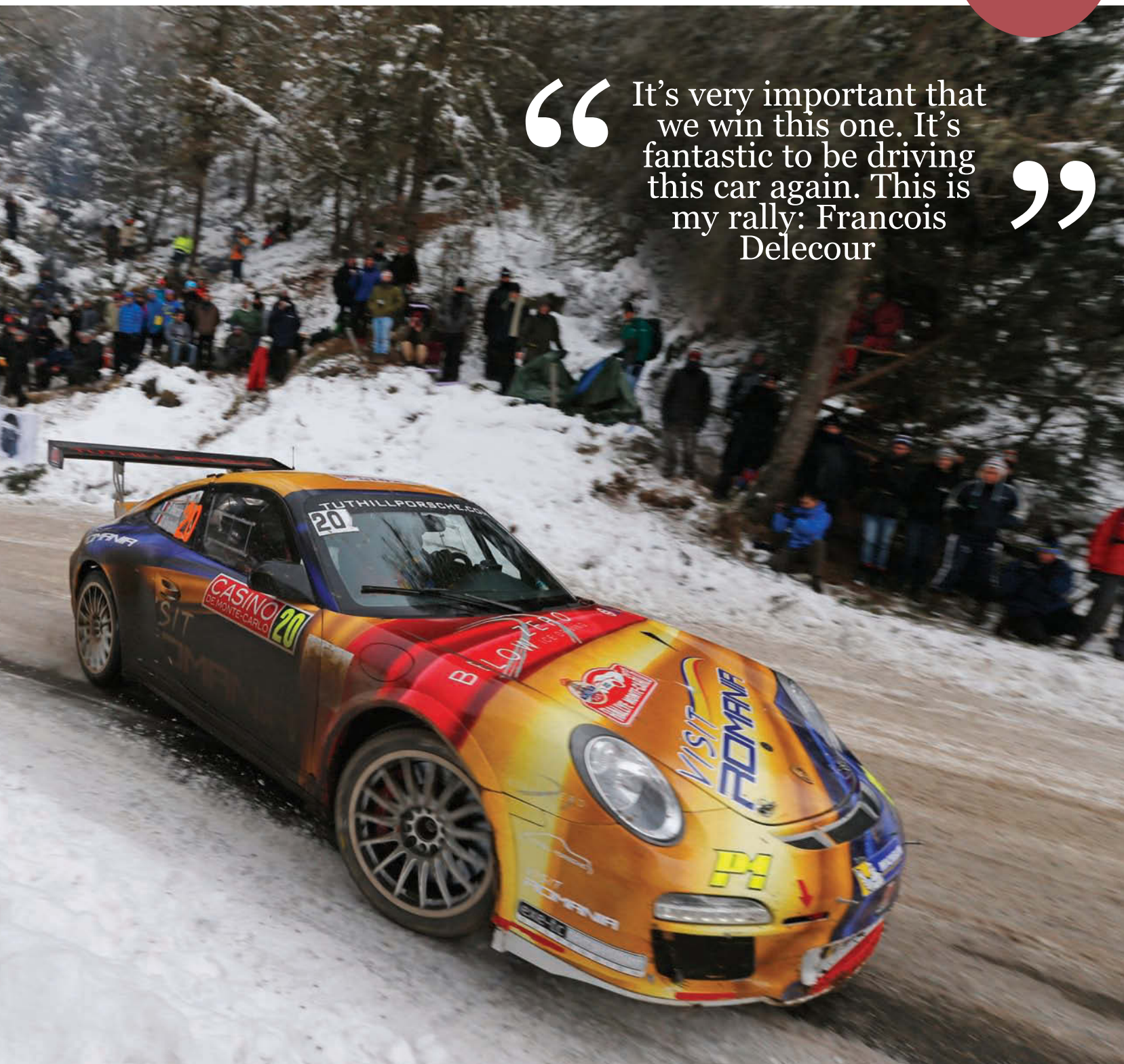
Left: Porsche Works driver, Romain Dumas, in 4-litre GT3 RS. This was Dumas's first time on the Monte Carlo rally and he arrived straight from the Dakar Rally

made it to the hotel before the restaurant shut. "Yeah, it was a late one on Thursday night," said Tuthill's R-GT technical boss Graham Moore.

Both Tuthill Porsche and Dumas's RD Limited had equipped their cars for the event with removable rear windows to enable a spare wheel and tyre to be installed in the back; hence the possibility of carrying two spares (one in the front). During the, night-time, run up from Monaco after the rally's ceremonial start there was a tyre-fitting zone at Puget Théniers before two stages *en route* to Gap.

In concert with the unique nature of the Monte and some of its administration, it was forbidden for team personnel to be present within a one-kilometre radius of Puget. This meant it was up to the drivers and co-drivers to consult with their gravel crew and

“It’s very important that we win this one. It’s fantastic to be driving this car again. This is my rally: Francois Delecour”



choose five or six tyres from three piles of wheel/tyre assemblies transported up there by Michelin (all the R-GT runners opted for the French rubber), 'whip off' the old ones and fit the new ones – in the dark. Then the tyres were inspected by officials before heading off to the first of the two night stages. During this process someone forgot to secure the rear window clips on Delecour's car; that's how François lost his rear window. The replacement the next day was secured with bonnet pins...

To better suit asphalt rallying and the unique nature of the Monte, Graham Moore came up with a shorter set of gearbox ratios, selected from the parts bin of a manufacturer of the racing GT3 Cup gears. On the eve of the event this 'box' was ready, built, tested – and sitting on the floor at the Gap service area, awaiting for the arrival of,

extremely late, official FIA approval to use it on the event. Before flying directly to Monaco for the start, team boss Richard Tuthill was in the UK; in almost constant contact with the FIA on this issue.

Then, during the pre-rally shakedown, came the message; 'If you can get permission from the other Porsche drivers on the rally then we have no objection to you running the gearbox.' François had just completed 180km of testing with the Tuthill car and, as Graham Moore half-joked: "He wore the car out; we've got to rebuild it now!" So Delecour didn't do the shakedown, but the other two Porsches did and Moore had to wait for them to return: "So it's nine o'clock at night and the gearbox has been sat on the floor for five hours – great! Eventually we saw Marc Duez and Romain and [they said]; 'Yeah

guys, yeah; no problem.' So we got the verbal agreement – obviously following it up with a written one – so, bang, she went in: the gearbox went in.

"I don't know the exact time the 'box went in, but it was the wrong side of midnight. It was a late one for us – which we didn't need: it was one of those things: it would have been [earlier] but then we had to load the car to take it down to Monte-Carlo, so it was quite late. So, all good; it's in: François is happy."

It was tight timing for Dumas too, but for different reasons. Retiring his buggy from the Dakar Rally earlier in January with a broken gearbox was his first experience of a rally-raid. He tested the 4-litre 997 GT3 RS in December because he just had time to travel straight from the Dakar dunes to a frozen Alpine Gap for the Monte... also his

Above: The snow held no fear for Tuthill driver, Francois Delecour. Great to see a Porsche mixing it on the 'modern' Monte



first-ever drive on this event; the most difficult rally for drivers.

Ending the shakedown at the end of a tow rope wasn't an ideal beginning, but the Dumas GT3 RS's engine electrical glitch was fixed before the proper Monte start, and Romain played himself-in carefully. Delecour, however, simply blitzed him by 1m 23s on the 21.31km of the first stage from Entrevaux to Rouaine.

Richard Tuthill explains that from then on: "It was all about tyre choice and managing a lead." Although the Tuthill boss makes something of an understatement when he says: "From our point of view it was pretty plain sailing," all things are relative! But, indeed the team's one worry came on the Saturday. Spectator congestion had caused SS9 to be cancelled and, at 51.70km, SS10 was the longest stage of the rally; also featuring an extremely tricky icy uphill section.

There was another worry too. After multiple failures of the Tuthill GT3's triple-plate clutch in Alsace, Graham Moore came up with a more rugged rally specification

twin-plate unit, which the FIA had approved. For safety the team decided to change this during the 45m service on Friday night before SS9 and 10.

The clutch had not failed, but Delecour has a reputation of being 'a bit of an animal' on clutches; as Tuthill Porsche's Principal explained: "We did have an issue with the clutch so we had to check it half way through the rally and, credit to the boys; 45m is not much time for this car – we know it can be changed on World Rally Cars in 10m; on our historic rally cars [911s] I think 17m is our record. But these things [GT3s] are not easy and you're always worried about it, so they did a brilliant job and we sent the car back into parc fermé on the Friday night and we had to fit the guards and do a few tidy-up jobs in the morning. But we got in on our time and it was a hell of an effort; a good effort really."

On the rally, just before that service, Graham Moore added perspective: "All we can do is fit a new one, but again... if you don't have a problem getting the clutch off it's do-able [in 45m] if you have any

problem getting the clutch out – whether it's stuck on the splines or if there's some problem we haven't had getting the gearbox out then we are doomed."

For SS9 and SS10 the team had gambled on using 11in wide tyres on the rear instead of 9in. Each tyre had a super-soft compound, with the usual 9in wide tyres for the front. No worries for François – he took nearly 42s out of Dumas on SS10: "He absolutely nailed him," explains Richard Tuthill: "It was a huge time to have off him – he just caught everybody napping and did perhaps what you would expect; he was used to the conditions and just nailed it."

During the rally Romain Dumas was plagued with a mysterious problem: stalling the engine on handbrake actuation when negotiating hairpins. While the mechanical sequential gearbox-equipped Tuthill car had no such difficulties, Romain posited it's likely the advanced electronics in his RS gear shift system was the cause of his problems. Indeed, the stalling wasn't really the problem; getting the engine re-started on such slippery surfaces was. While not

It may look easy in these here pics, but the Monte Carlo Rally is one of the toughest on the calendar. A mid event clutch change could have altered the outcome, while a smart tyre choice put Delecour out of the reach of second-placed Dumas



“ Sometimes I question the wheel; I take my hands off the wheel and say: ‘Now tell me where to go’ ”

knowing the specific root cause Graham Moore had his technical theories on this; and some pragmatic ones: “I think François is more like an acrobat; more like a rally driver. Yesterday it was fantastic the way he explained: he said; ‘Sometimes I question the wheel; I take my hands off the wheel and say; ‘Now, tell me where to go’”!

Before SS10 the contest between Delecour and Dumas had been pretty close, but that 42s made a big difference: “That was brilliant. We kept trying to say to him [Delecour]; ‘Just slow down’ – but he wouldn’t really,” says Tuthill Porsche’s principal, adding: “And even on the last day it was much the same. We left Monte-Carlo for the three stages and on narrow tyres all-round with soft rears and super-soft on the front and a super-soft spare; we only went with five tyres.”

Tuthill: “And then Dumas went out with one spare, but he went out with wide tyres [9in front, 11in rear]. So then we were like, ‘Oh Bloody Hell, he could have the upper hand.’

“So we had to do some maths and we

Above: Marc Duez might not have been able to keep pace with Delecour and Dumas in his older 996 GT3, but he won over the crowds with his exuberant sideways style. Right: French rally legend, Francois Delecour, is a five time winner of the Monte Carlo Rally





Left: A winning team: Francois Delecour and co-driver, Dominique Savignoni, posing by car and on the winners' ramp/rostrum

worked out that he had to take a massive chunk out of us on every stage, which was pretty much impossible. On the first stage he took seven seconds off us, so we relaxed then; we thought there was no way he'll come back from there. And then in the next stage, [the famous] Turini François beat him by four seconds."

After the event Richard Tuthill was full of thankful praise for the permission from the other Porsche teams: "We were running with the blessing of Duez and Dumas with the gear ratios. It's very very reassuring to see that sport still exists, and it fills me with pleasure that I can ring up these guys and can say; 'Look, we're in a bit of trouble.'

cars which most often require a rebuild between events.

And it won R-GT on the Monte; which all the team thoroughly enjoyed doing. Not least its driver: "It was a dream just to come here and to drive this car – but to win is even better. It's the real dream! The car was fantastic. OK, it was sometimes a challenge with the tyres in the ice, but we won," said a massively happy François.

Richard Tuthill: "An overall Porsche win is no longer possible in the modern World Rally Championship, but we treasure this win just as much. Fighting equally committed competitors in capable cars right to the finish was incredible. This

progress all the way to the end of the event, thrilling rally fans every time his car came into view.

After SS12, Sisteron Marc noted: "I drift more than I pilot, the spectators must be delighted. It is a typical Monte Carlo and as usual we have to make compromises for the tyre choice." Richard Tuthill is full of praise for the Belgian's talents: "It's beautiful some of the stuff he does – but no disrespect to Marc, it's clearly not quick. But I tell you what, it takes a lot of understanding to drive a Porsche like that and I take my hat off to him."

And, even though Romain Dumas is a works Porsche racing driver, 15 years

“ I drift more than I pilot, the spectators must be delighted: Marc Duez ”

And they do the right thing.

"We just wish that some others in the sport would take a more sensible attitude."

So far Tuthill Porsche's Gen 2 GT3 Cup R-GT rally car has finished three WRC rallies – Germany, France and Monte Carlo... and was just cleaned-up and inspected between rallies, requiring no major new parts or assemblies. Unlike many other WRC-contesting

year's Monte Carlo Rally showed just how exciting R-GT rallying can be with more cars taking part."

Incurring a 50s penalty for being late into the time control before SS10 after smacking the rear of his 996 during a spin on SS8, Marc Duez consistently complained of losing most of his tyre studs. Which was not surprising as he maintained his breathtakingly spectacular sideways

younger than Monte-man Delecour; to have finished his first-ever Monte, never mind just under three minutes behind François, is an accolade indeed. And he scored 18 R-GT points to Delecour's 25, while the feisty Belgian netted 15 points.

R-GT; a breath of fantastically spectacular fresh air for rallying – and for Porsches. So come on Porsche – how about a factory effort? **PW**

No doubt about it, Tuthill's R-GT season has got off to a dream start. The whole R-GT class could do with some more competition though. Imagine Porsche v Ferrari v Audi, Lamborghini etc on rallies? It would be amazing



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PORSCHE'S WAR

The early WW2 years found controversy over the responsibilities of the giant factory almost completed for Adolf Hitler's pet 'Volkswagen' project. Soon however it geared up to contribute to equipping the Third Reich's military. In this extract from Karl Ludvigsen's new book, we look at Ferdinand Porsche's war years

In a typically lurid swastika-bedecked Nazi ceremony Adolf Hitler laid the foundation stone for the Volkswagen factory on 26 May 1938. A vast works was to be constructed at Fallersleben, near Hanover, on the east-west Mittelland Canal. To show his appreciation for what Porsche was well on the way to achieving, the Führer authorised a bonus payment to him from his 'Disposition' fund under the administration of the chief of staff of his chancellery, Hans Lammers. Porsche's 1938 bonus was the not-inconsiderable sum of RM600,000, the equivalent of \$240,000.

On 16 August 1939, astonishingly only 15

Above: Among the hand-built prototypes of the 1938-model KdF-Wagen – as it was officially named – on hand at the cornerstone laying, was a cabriolet. Adolf Hitler tried it for size, with Porsche's encouragement. Right: Repair and production of the Junkers Ju 88 became the KdF-Werke's staple business in the war





months after the laying of its foundation stone, the mammoth new KdF-Werke at Fallersleben came to life. Ferdinand Porsche personally turned the huge valve, the size of a massive steering wheel, that initiated power and heat generation by one of its coal-fed Borsig turbines. It seemed that completion of the plant and its workers' city could continue unabated in spite of the outbreak of war. Italian labourers borrowed from Mussolini were building them; they would not be called up by Germany.

But higher priorities intruded.

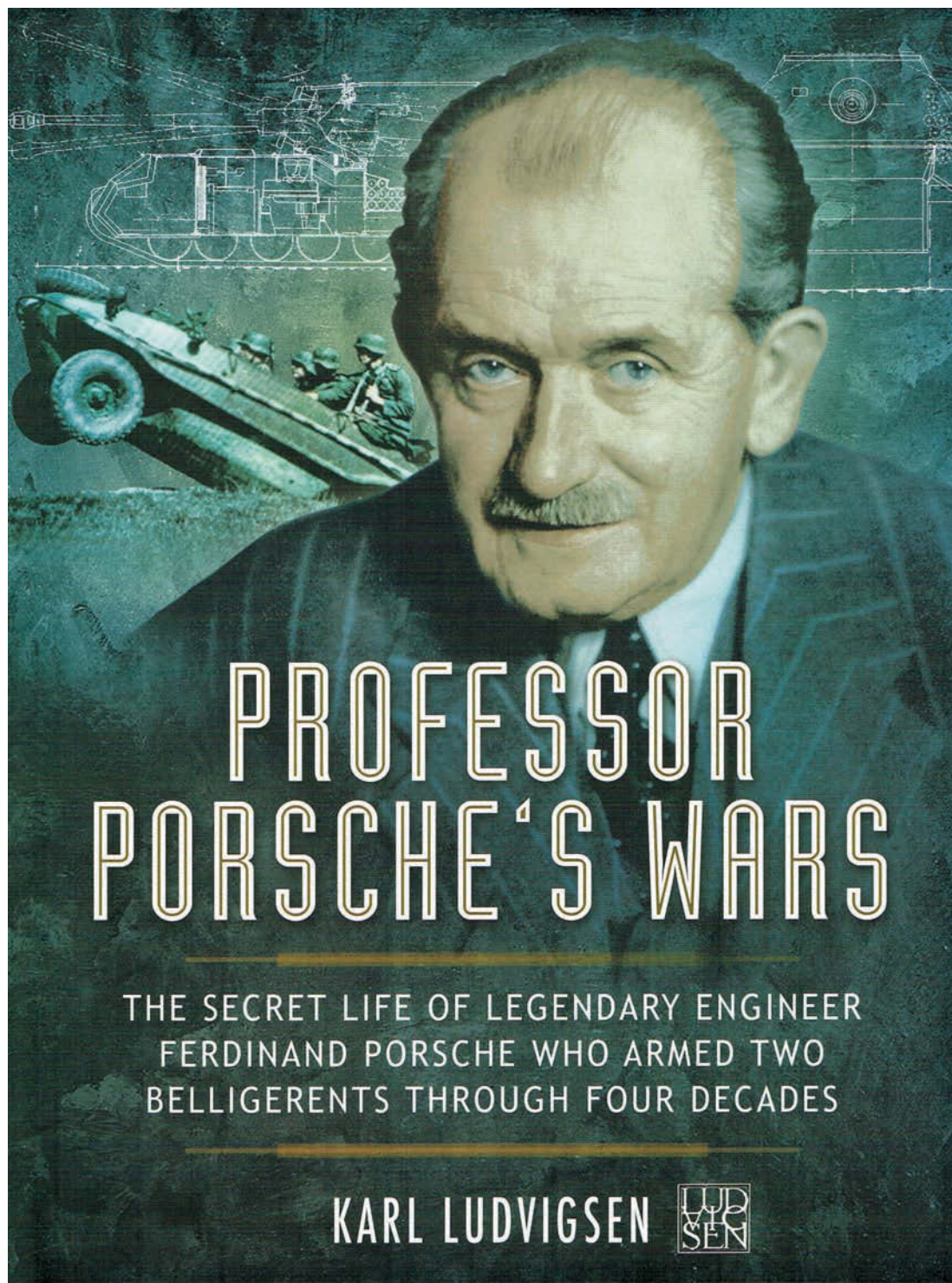
Construction was being accelerated on Germany's West Wall, on Hitler's transformation of Berlin into a capital city for the new Greater Germany and on facilities dedicated to war material. The allocation of raw materials came under the control of the General Construction Inspectorate (GBI) headed by Albert Speer, the Reich's fast-rising technocrat. Although close to Hitler, Speer did not possess the easy intimacy with the dictator that Ferdinand Porsche enjoyed.

The huge plant's priority would rise if it were a designated war-production site. Opinions differed sharply over the merits of this. Some in the government's Economics Ministry thought such a colossal factory could hardly be overlooked in time of war. This was the view of Colonel Thomas who, said Reinhard Osteroth, at a January 1938 meeting stated his view 'that in any case the factory's size and significance make it important to the war effort and must be exploited.' Others, viewing it from the military-ordnance standpoint, saw Fallersleben as a plant dedicated and equipped for civilian production that was and would remain unsuitable for wartime use.

Recognising the risk that the latter view posed to the near-term future of their factory, Porsche and his colleagues suggested as early as November 1938 that parts of it – preferably parts yet to be built – should be used to produce aircraft engines, propellers, vehicle engines of 200 to 300 horsepower and electrical equipment for the Army and Luftwaffe. This view was supported by Erhard Milch, deputy of Luftwaffe chief Hermann Goering for production. Discussions to this end went so well late in 1938 that on 4 January 1939 Goering named Porsche a Wehrwirtschaftsführer, a Leader of the Defence Economy.

In its ambitions Fallersleben's managers were supported by the Luftwaffe's technical procurement office, which was headed by World War I ace and Porsche ally Ernst Udet. Udet was already co-operating with Porsche by approving his use of the advanced and ultra-secret twelve-cylinder Mercedes DB 603 aero engine in a World Land Speed Record car that Porsche was designing for Daimler-Benz.

A few years earlier the Porsche office had already knocked on Udet's door with aero-engine design ideas. Having already pioneered important advances in aero-engine design, Ferdinand Porsche deserved being taken seriously in this genre



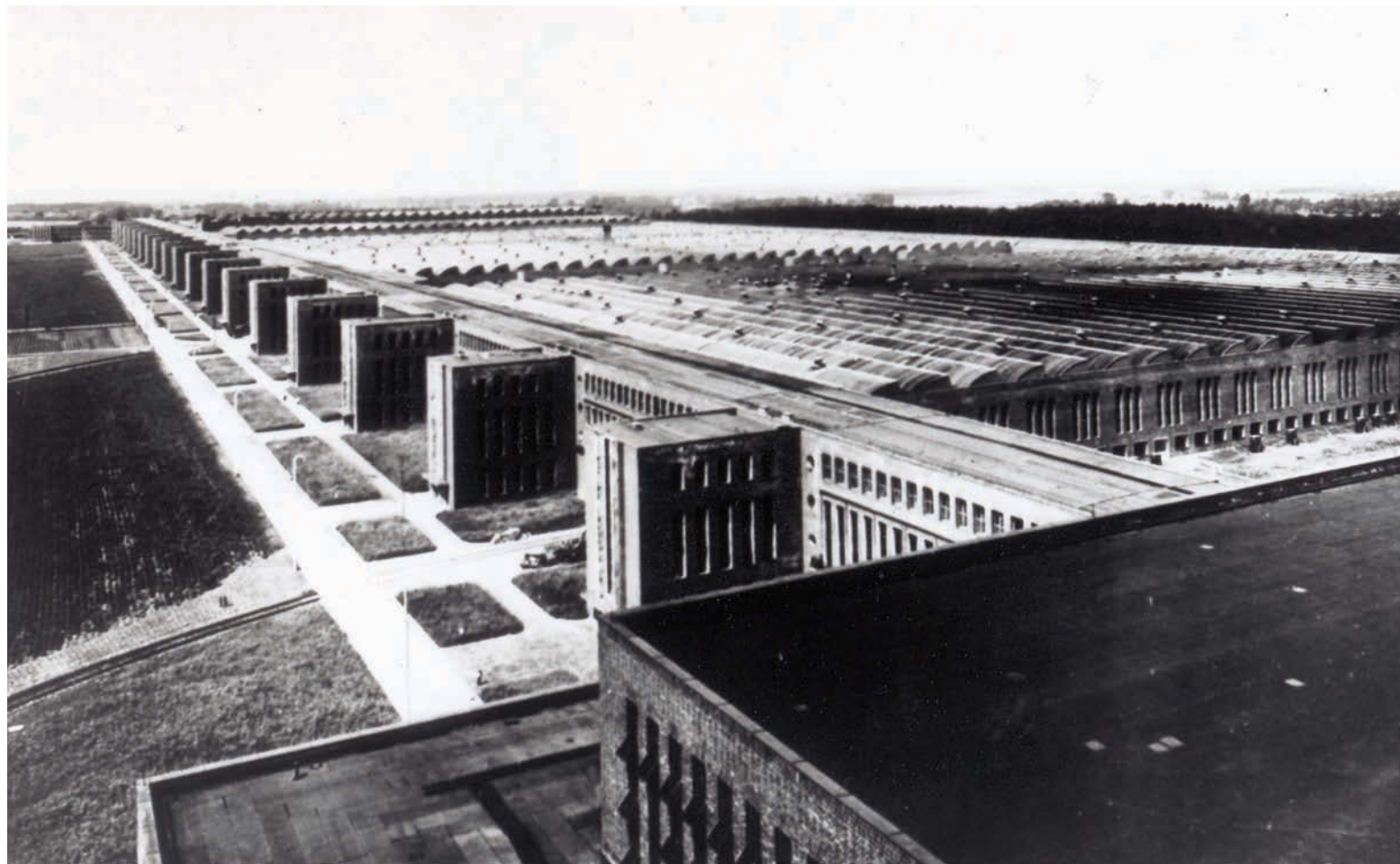
by the Reich. In 1935-36 the Kronenstrasse produced two impressive studies for water-cooled aero engines that betrayed a close relationship to the Auto Union Grand Prix car's successful V16.

One concept, the Type 70, disposed of 17.9-litres in 32 cylinders deployed X-fashion from a central crankshaft running in nine plain main bearings. Top and bottom pairs of eight-cylinder banks were at a 45-degree vee, above each of which was a single shaft-driven camshaft operating overhead valves through pushrods and rockers exactly as in the Auto Union. With roller-bearing connecting-rod big

ends, the supercharged and fuel-injected Type 70 X-32 was forecast to produce 1,040bhp at 4,100rpm – fast for an aero engine – geared down to drive the propeller at 1,700rpm.

No less ambitious in its way was Porsche's Type 72, another 1935 design. Although having half the number of cylinders of the Type 70 it had more swept volume at 19.7-litres and was expected to produce 900bhp at 3,700rpm. Its roller-bearing bottom end required the use of a Hirth demountable crankshaft. Mounted inverted, the V16 was to have the unusual vee angle of 52 degrees. Rocker arms and

The latest book from renowned Porsche historian, Karl Ludvigsen, concentrates on Ferdinand Porsche's engineering work for the German war effort from the turn of the 20th Century to the post WW2 years. It's fascinating stuff, as we're sure you'll agree from this excerpt. Available from pen-and-sword.co.uk



“ In Sept 1939 Hermann Goering decreed that the VW works be placed at disposal of the Luftwaffe ”

Viewed from its powerhouse at completion in 1940, the KdF-Werke was an awesome sight. In this, the first of three projected stages, the plant would have 2.2 million square feet of production area



Far left: From left to right: Ernst Heinkel, Willy Messerschmitt, Ferdinand Porsche – getting a Hitler handshake – and Fritz Todt were congratulated on their receipt of the German National Prize at Nuremberg. Above left: August 1939, Ferdinand Porsche watches relevant gauge as he opens the valve that feeds steam to one KdF Werke’s power-generating turbines. Left: Laying the cornerstone for the VW factory in May 1938



pushrods again drove inclined overhead valves from a single shaft-driven camshaft. Its reduction gear would give propeller speeds of 1,500 to 1,700rpm.

Porsche recommended building twin- and four-cylinder test engines, its Types 73 and 71, to validate these designs for the German Aviation Experimental Establishment (DVL) that commissioned these studies. His hopes that the DVL would carry them through to fruition were reflected by that entity's explicit permission to work with Porsche as granted by his consulting contract with Daimler-Benz. However the DBAG, BMW and Junkers had the inside track in the supply of aero engines of their own designs to the Third Reich.

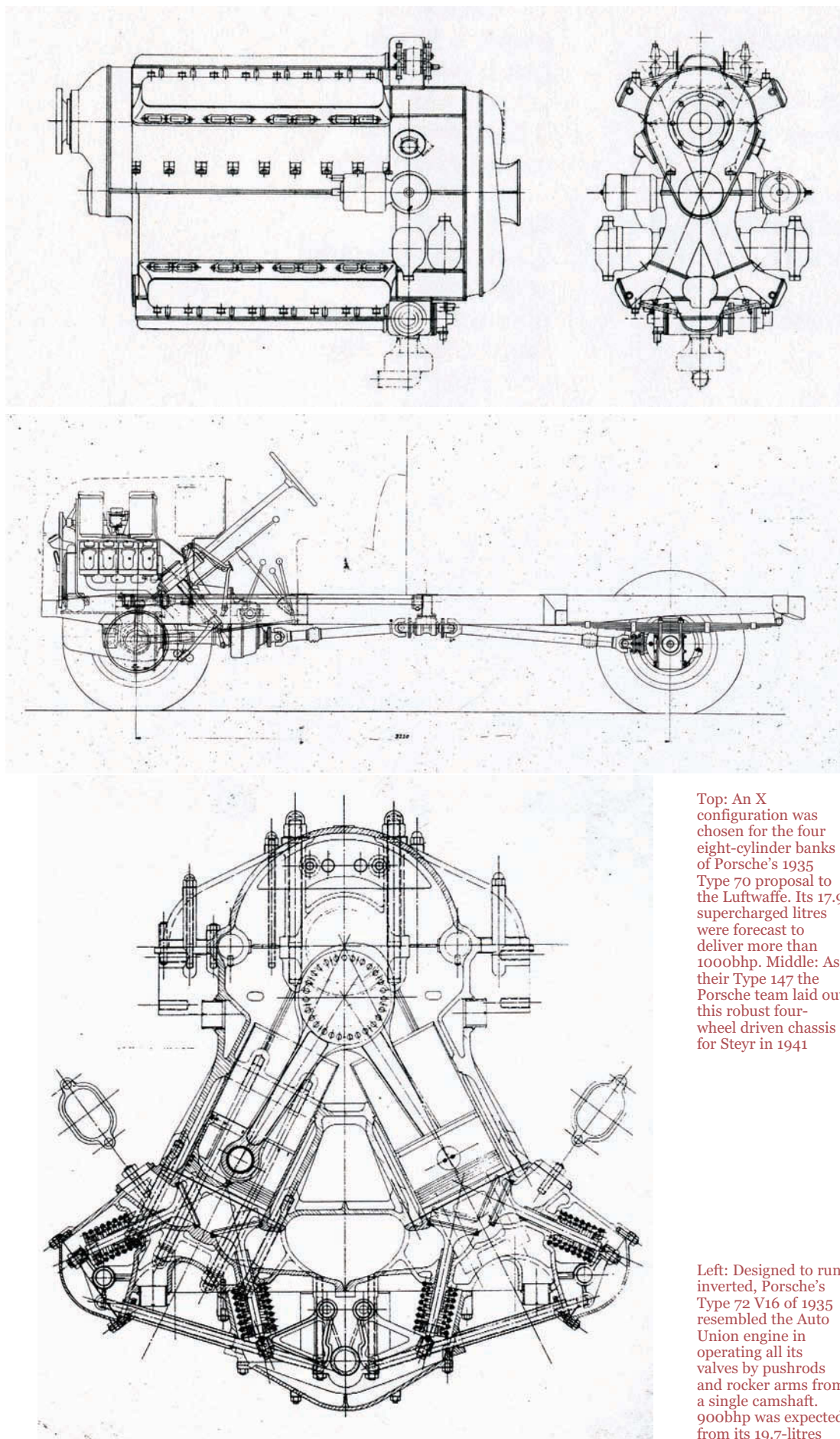
In spite of positive noises from the Luftwaffe in 1938 and '39 Porsche's engine-design initiatives were not progressed, in part because the Reich Ministry of Labour was not prepared to allocate the workforce needed for their manufacture. However the KdF-Werke could easily be making the engines of others. In fact this was the view of Junkers chief Heinrich Koppenberg, whose Junkers Flugzeug-und Motorenwerke AG was based in Dessau, at the southern apex of a triangle whose northern tips are Berlin and Fallersleben.

At first Koppenberg made an outright grab for the Volkswagen factory-in-embryo. Hitler asked him for a monthly production of 300 twin-engined Ju 88 fighter-bombers; Koppenberg would seize production capacity where he could find it. But with a little help from their friends, including Georg Thomas and Ernst Udet, the Porsches and Anton Piëch managed to ward off this thrust. Instead they inveigled to be identified as a valid supplier to the aviation industry, a much more advantageous business position that preserved the economic integrity of the factory.

On 18 September 1939 Hermann Goering decreed that 'for the carrying through of the Ju 88 program, including the bomb production associated with it, the VW works is to be placed at the disposal of the Luftwaffe.' By March of 1940, however, Porsche and Lafferentz were complaining to Albert Speer that almost half a year had passed since they had made their factory 'comprehensively available' to the Luftwaffe which, frustratingly, had failed to place any firm orders with them.

These were practical problems for the plant's managers. Although Robert Ley's DAF and its BdA bank were cheerfully carrying the cost of building and maintaining the works, the factory's need to start generating compensating cash flow by booking production orders was intensifying by the week. The KdF-Werke partners wanted to take every step possible to ensure that their plant would be completed and equipped so that car production could begin as soon as peace was declared.

In the summer of 1940 the general sense in Germany was that the war would soon be over. Surely the British and French would see the logic of reaching accommodations with Hitler, who had already signed a



Top: An X configuration was chosen for the four eight-cylinder banks of Porsche's 1935 Type 70 proposal to the Luftwaffe. Its 17.9 supercharged litres were forecast to deliver more than 1000bhp. Middle: As their Type 147 the Porsche team laid out this robust four-wheel driven chassis for Steyr in 1941

Left: Designed to run inverted, Porsche's Type 72 V16 of 1935 resembled the Auto Union engine in operating all its valves by pushrods and rocker arms from a single camshaft. 900bhp was expected from its 19.7-litres



In charge of technical procurement for the Luftwaffe, Great War super-ace, with 62 confirmed kills, Ernst Udet supported Porsche's initiatives, but could not force approval of the engineer's proposals for aero-engine designs

surprising non-aggression pact with the Soviet Union. Austria's Steyr, in fact, was already preparing new cars for its post-war market with the help of Ferdinand Porsche and his designers. Although the new Steyr 70's water-cooled V8 engine was the work of the company's Oscar Hacker, Porsche's team designed its platform frame and all-independent suspension.

Also folded into the projects assigned to Porsche on 12 July 1940 was the design of two truck chassis for Steyr, the Model 170 with rear-wheel drive and 270 with four-wheel drive for military use. Both laid out by early 1941, the first was Porsche's Type 146 and the second its Type 147. Porsche also tackled the conversion of Steyr's V8 to air cooling, using a pair of blowers above the central vee. Pushrod-operated inclined overhead valves gave the 3.5-litre engine peak power of 85bhp at 3,000rpm. A 2.0-litre, four-cylinder version of the engine was also created.

A rectangular-section tubular frame was at the heart of the Steyr 270. While rear suspension was conventional, with a leaf-sprung live axle, springing at the front was independent, using the enclosed drive half-shafts as the lower wishbone arms. Long

“ Such was Porsche's reputation by now, that speculation was rife abroad about his next contribution ”

torsion bars extended back from the upper suspension arms in an innovative layout. Behind its transmission a transfer box with centre differential distributed the drive to all four wheels.

The result, a versatile machine with 1.5-ton capacity uprated to 2.0 tons in 1944, was ranked by the HWA as its Standard Chassis II for heavy vehicles. Bodied to take on many tasks, it served as a maintenance truck, searchlight carrier, telephone truck, personnel car, ambulance, reconnaissance car and support for flak units. More than 21,000 left the Steyr factories to serve with the Wehrmacht.

As for the Steyr 70 passenger car, it was stillborn because peace had not broken out after all. Instead, production for the war was accelerated during 1940. Some of that commerce came to Porsche's Fallersleben factory. By February output was under way of wooden 300-litre drop tanks for aircraft, ironic in view of the plant's first-class sheet-metal-working facilities. In March Fallersleben started making 550-pound bombs.

September 1940 saw generous recognition of the amazing career of Ferdinand Porsche on the occasion of his 65th birthday. Readers of leading journals were reminded that, three days after his 63rd birthday, on 6 September 1938, Porsche was a guest at the Nazis'



Middle far left: Austria's Steyr, by 1940 part of Hermann Goering's industrial empire, commissioned Porsche to design both cars and trucks. Middle left: Porsche in civvies joined his Führer for the ceremonies upon the May 1938 cornerstone-laying at Fallersleben. Bottom left: The mood was jovial at the laying of the VW factory's cornerstone, as Hitler tried the Beetle's rear seating, Robert Ley and Porsche were the most prominent of those behind him





annual Nuremberg celebrations, together with Willy Messerschmitt, Fritz Todt and Ernst Heinkel. All received from the hand of Adolf Hitler the German National Prize, recognition of the highest order in the Third Reich. 1940 brought another honour, the title of professor at Stuttgart's Technical University.

In mid-1940 Junkers finally placed some bigger orders with Fallersleben. The factory became a key site for the repair of damaged Junkers Ju 88 aircraft; throughout the war this remained its largest single task. A special workshop was opened in a hangar at the nearby Braunschweig Airport, where the plant's auto-production experts set up a dismantling/assembly line to speed Ju 88 refurbishment.

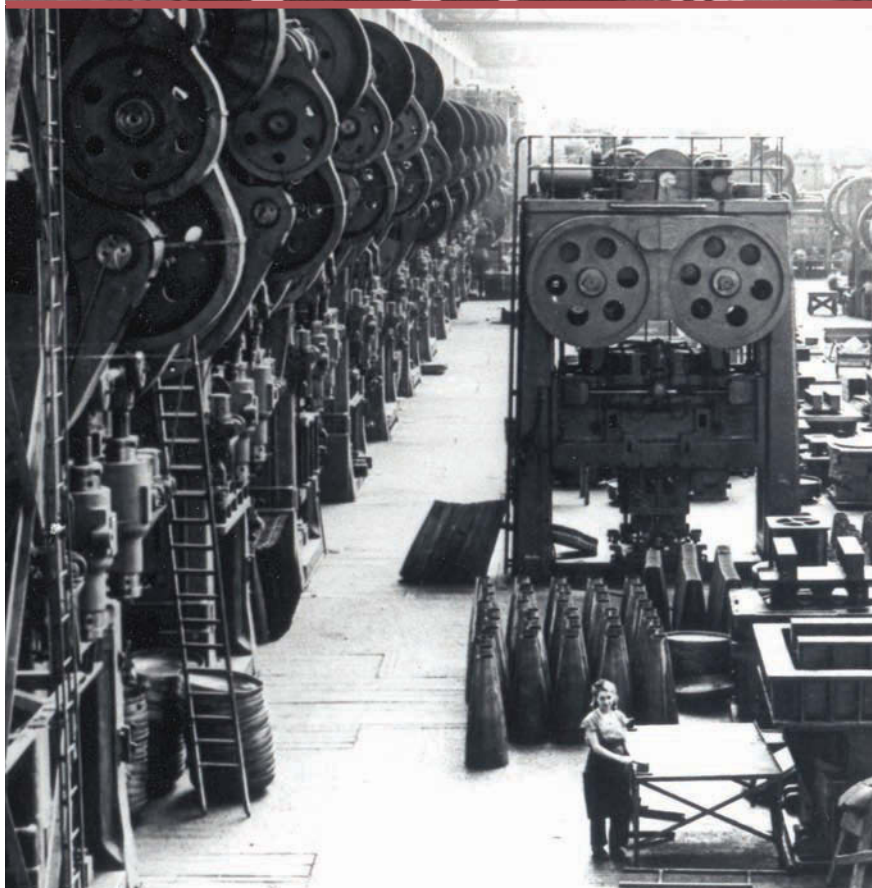
Phased in as well was the manufacture of new wings, tail assemblies and stabilisers for the Ju 88 and most of the components for the new Junkers Ju 188, whose fuselage was made by Opel. This was a substantial and ongoing contract to mid-1944, when the plant began producing the major parts of the Ju 388 as well. Other KdF-Werke products were torpedo hulls and portable furnaces – of these one and a half million went to warm Germany's troops in the Russian winter.

A burst of business came in the autumn of 1940 from the production of 'swimmer' kits for tanks that allowed them to float and power themselves across rivers and estuaries. Of obvious value for an invasion of Britain, these also loomed large in the program for 1941. From May this would be overseen by Anton Piëch, who took over from Otto Dyckhoff as the works manager. The ambitious Piëch accelerated efforts to bring more business to the plant, with the result that engine parts began to be machined for the Junkers Dessau works. Teller mines were produced in high volume in Hall 1, which had originally been set up as the tool and die shop.

Such was Porsche's reputation by now that speculation was rife abroad about his next contribution to Germany's war effort. His relationship with Junkers led to Britain's *Sunday Post* of 4 January 1942 revealing 'the silent bomber which Dr. Ferdinand Porsche claims to have invented at the Junkers branch factory near Leipzig.' Porsche's public profile was proving to be as much a war-winning weapon for Josef Goebbels, and his pantheon of wonder weapons, as it was for the expansionist ambitions of Adolf Hitler.

In December of 1941 Porsche received the news from Fallersleben that all construction work on his vast factory had stopped. The same applied to the adjoining company town, the KdF-Stadt, on the south side of the Mittelland Canal. That month also witnessed the Japanese attack on Pearl Harbor after which Hitler unaccountably declared war on the United States. December 1941 saw him arrogate the function of Commander-in-Chief of the Army. His new role found the Führer taking a more direct personal interest in the technical development of armaments. Here Porsche would have an important part to play. **PW**

The Porsche-engineered Steyr 270 was designated a standard Chassis II by the army and by 1944 was rated at a two-ton capacity. The Austrian-built vehicle was a purposeful machine of great versatility. Middle: At the Nazi party's Nuremberg celebrations on Sept 6 1938, Germany's highest civil honour, its National Prize, was awarded to Ferdinand Porsche



Every bit as awesome as a set for the movie *Metropolis*, this was the vast heavy-press hall at Fallersleben. It was put to work on the fashioning of stampings for the production of a wide range of weaponry



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TECH SECTION

PRACTICAL
PORSCHE

Welcome to the grubby end of the magazine, where the glossy features give way to the oily bits. Too often ignored, this is the beating heart of Porschedom, where we strip, mend and modify our machines and yours

QUICK GUIDE

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SPECIALIST P96

OUR CARS P100

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HOW TO: 90

This month we look at how to fix a Tiptronic gearbox leak, without resorting to buying a whole new box. Maybe not quite a DIY job, but good to know how none the less



SPECIALIST: 96

Going Stateside to drop in on LN Engineering, famous the globe over for their IMS bearing upgrades and cylinder liners for the M96/97 engine range

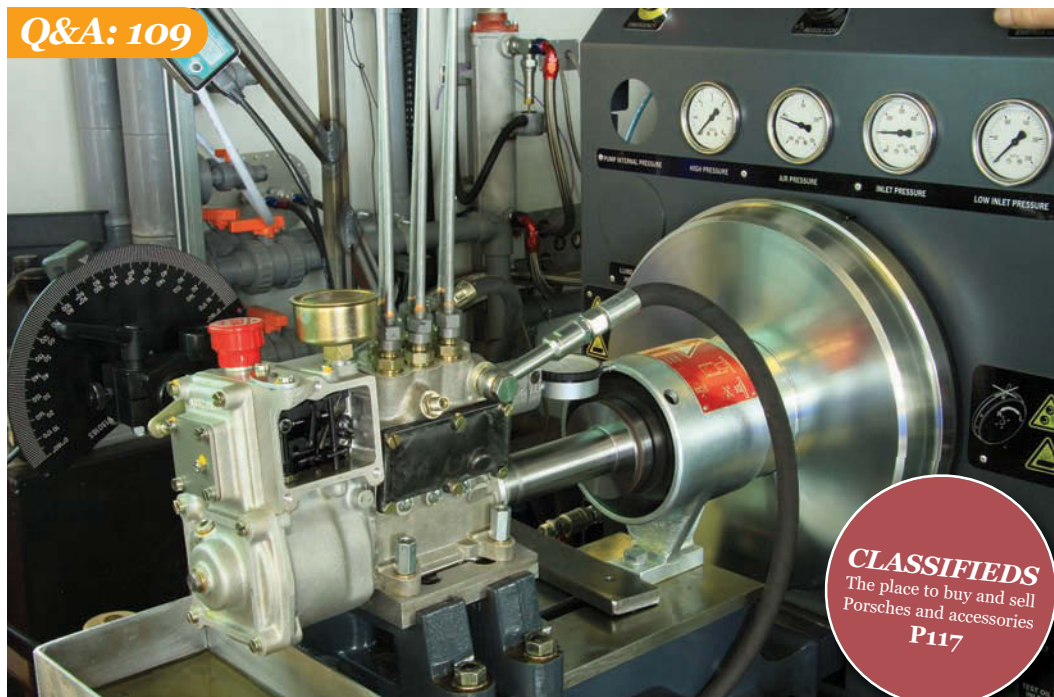


OUR CARS: 100

Winter doesn't hold back the 911 & PW fleet. Brett's Boxster gets new Michelins, while brother, Antony's GT3 gets a suspension set up and new Yokos. John Glynn's Cayenne, meanwhile, gets the job of towing Francois Delecour's GT3 rally car to the Monte Carlo and back. Just another normal month then!



Q&A: 109



CLASSIFIEDS
The place to buy and sell
Porsches and accessories
P117

You ask, we answer; well, our tech guru, Chris Horton does, together with his crack squad of Porsche experts. This month we tackle mechanical injector pump issues, 911SC speedo repairs, IMS bearing replacement and more

BUYERS' GUIDE: 118

The 991 model 911 is getting close to its Gen2 makeover, so time we thought to look into the secondhand prospects of the all new 911 launched in early 2012



TRIED & TESTED: 123

Getting out there and kicking the tyres! This month our man Horton checks out a top end classic 911 2.4S at early 911 specialists Bicester Heritage



DETAILING: 114

With the exterior fixed on our Project GT3, it's the details that are letting things down, like manky red brake calipers. Here's how to refurb them



TECH: HOW TO GREAT EXPECTATIONS

Technically, and certainly morally, your 996's or 997's Tiptronic automatic transmission should leak not even a hint of oil. Chances are, though, that either it does already or else it pretty soon will. Live with it or fix it? If the latter, when and how? Can you do the relevant work yourself? And how much to have a professional tackle it for you? These and other vital questions answered by Chris Horton

Photographs by the author



Our thanks to Sid Malik (pictured) at Porsche-Torque in Uxbridge for his assistance during the preparation of this story. Call Sid on 01895 814446 or go to www.porsche-torque.co.uk if you would like him to do this or any other work on your own vehicle. Another company well versed in the idiosyncrasies of this repair – and also another *911&PW* how-to regular – is Cavendish Porsche in Long Eaton, Nottingham, which has tackled the gasket issue (see panel on opposite page) by having a batch specially made. Call Simon Petty on 0115 972 2001, or go to www.cavendish-porsche.co.uk

We make no comment about whether it can be considered acceptable for certain modern Porsche Tiptronic automatic gearboxes – which are actually subtly modified Mercedes-Benz units, and themselves derived from a Japanese design – to suffer from oil leaks. Or ATF leaks, if you want to be more accurate. It probably depends upon both your

knowledge and thus expectations of any such device. (Although it inevitably calls to mind the old saw about 1950s British motorcycles. As long as they were leaking oil like some recently torpedoed tanker, suggested the gallows humour of the period, at least you knew there was still some vital lubricant inside them.) And the inescapable truth is that the moment you place any fluid inside any machine – the latter built up from individual sections, with

a gasket between them – there will be a tendency for it to find its way out again. That's just how it is. Although you might have hoped that things had moved on a little in the last 60-odd years. And the fact is that, anecdotally at least, neither the equivalent Mercedes nor Toyotas, Hondas, Subarus and the like are known for comparable leaks. Go figure, as they say.

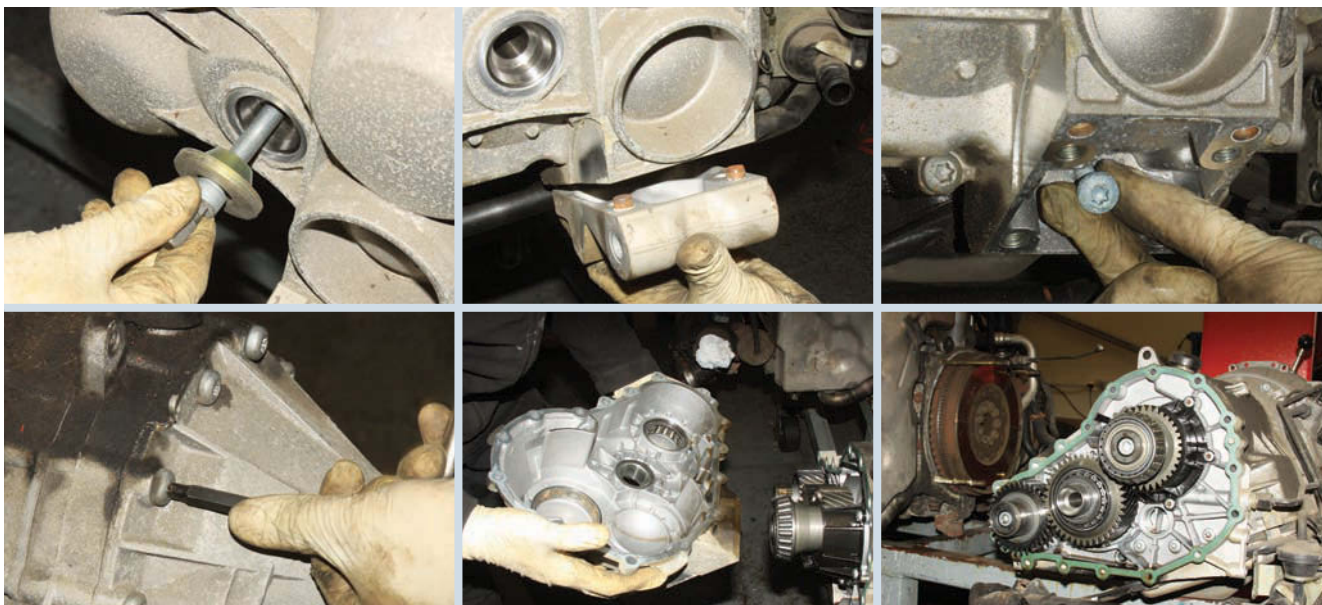
Be that as it may, what we *can* do here is explain precisely where this particular

Job can be done with the transmission still in the car, but it's naturally far easier if you first remove it. Beware, though: it is massively heavy. Crux of the problem (if, indeed, it is a problem) is the Porsche-specific end-housing that has been added to what is actually a Mercedes-Benz unit, and itself of Japanese origin: witness the black staining that comes from a slight but none the less persistent oil leak (far left, top). Cars affected are 996 and 997 with Tiptronic 'boxes; both two- and four-wheel drive. Equivalent Boxsters seem unaffected. The 4WD gearbox is much the same as the 2WD, apart from this additional drive flange (top row, middle). First step in removing covers is to detach gearbox's main mounting bracket, then cooler pipework (left)



Start by draining off transmission fluid.

There is a threaded plug on the underside of the unit; replace it immediately with a new sealing washer. Undo large through-bolt (near right), then take off additional light-alloy bracket to allow access to hidden Torx screws securing casing (far right, top). Work your way round all of the remaining fixings and then, with a pan in place to catch any remaining fluid, gently ease off the end-housing to reveal the transfer gears that between them take the drive, via that short external shaft, back to the differential



THE KNOWLEDGE – 1

The overall feasibility of this repair job depends almost entirely on whether you – or probably your chosen independent specialist – are able to source the two gaskets required. Ideally you would buy them from Porsche, like any other spare part, but the official view seems to be that any leak in this area can be rectified only by the replacement of the transmission in its entirety. And how much might that cost? If your old unit is deemed 'serviceable' (ie no damaged casings), £9067.18; for an outright purchase (ie you have no old unit to surrender), £13,680. And both of those figures exclude VAT.

To that end, Sid Malik at Porsche-Torque in Uxbridge has tracked down a supply of the original-equipment gaskets, but is understandably reluctant to share his source, and naturally we respect that. We won't be giving too much away, however, if we reveal that the markings imprinted on the two new gaskets pictured here show them to have been

manufactured by the German Victor Reinz company – and which we know for a fact routinely supplies Porsche with many other such items. As elsewhere in this story, go figure.

In earlier, simpler times we might have suggested making your own gaskets (a technique familiar to many of us who have owned the aforementioned classic British bikes), and of course that remains an option. As such items go these are about as straightforward as they come in any modern car, although it is quite a demanding and time-consuming process to cut them out with the required degree of accuracy, and naturally offers no cast-iron guarantee of success. You will also need to be sure that you use the correct kind of material, and not least that it is the correct thickness. Even a slight deviation could cause clearance problems.

Such is the sophistication of today's Internet-driven prototyping and small-scale manufacturing industry, however, that it shouldn't be too difficult to find a specialist gasket manufacturer to make

them for you, even in the modest quantities likely to be required. (And surely this is something that some enterprising Porsche specialist could pick up and run with?) A cursory Google search brings up at least half a dozen UK-based companies who look like they would be able to tackle the task with ease, using as patterns either the remains of the original gaskets or tracings of the relevant castings, and this is an avenue we shall certainly be exploring later.

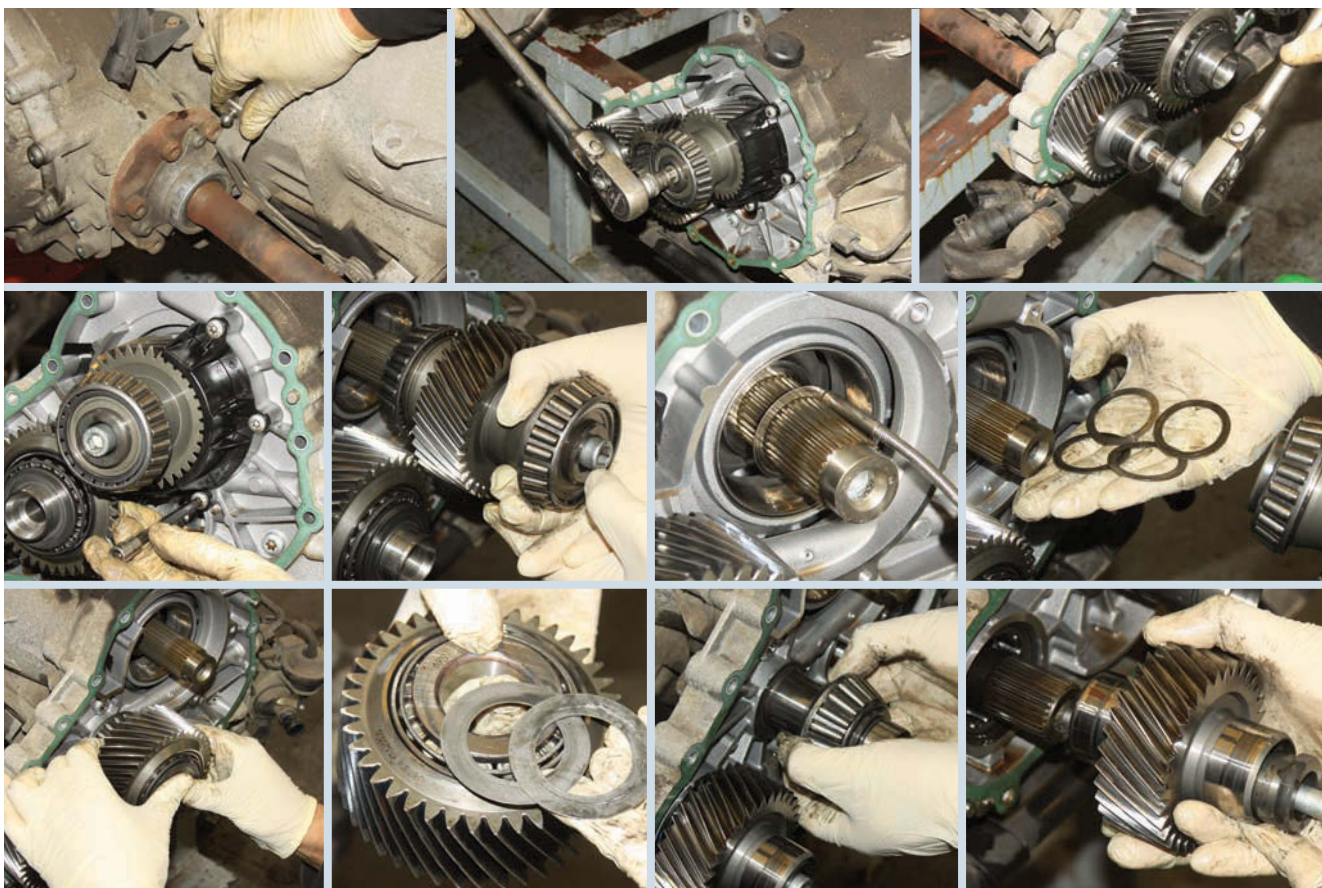
Again, though – and certainly if you live near Porsche-Torque, or any other independent who sees this situation as a commercial opportunity – you might well question the cost-effectiveness of that approach. Sid Malik prices out this job at a total of just £600 plus VAT (and that's leaving the gearbox in situ, by the way), and on that basis alone he cannot be charging more than just a few pounds apiece for his (OE) gaskets. Frankly, once we had decided that our Porsche's transmission leak really was a leak, and not just a weep, we would give him the gig without a second thought.

This is the scariest-looking part of the entire operation, but is actually pretty straightforward. Start by pushing the shift lever (top, near right)

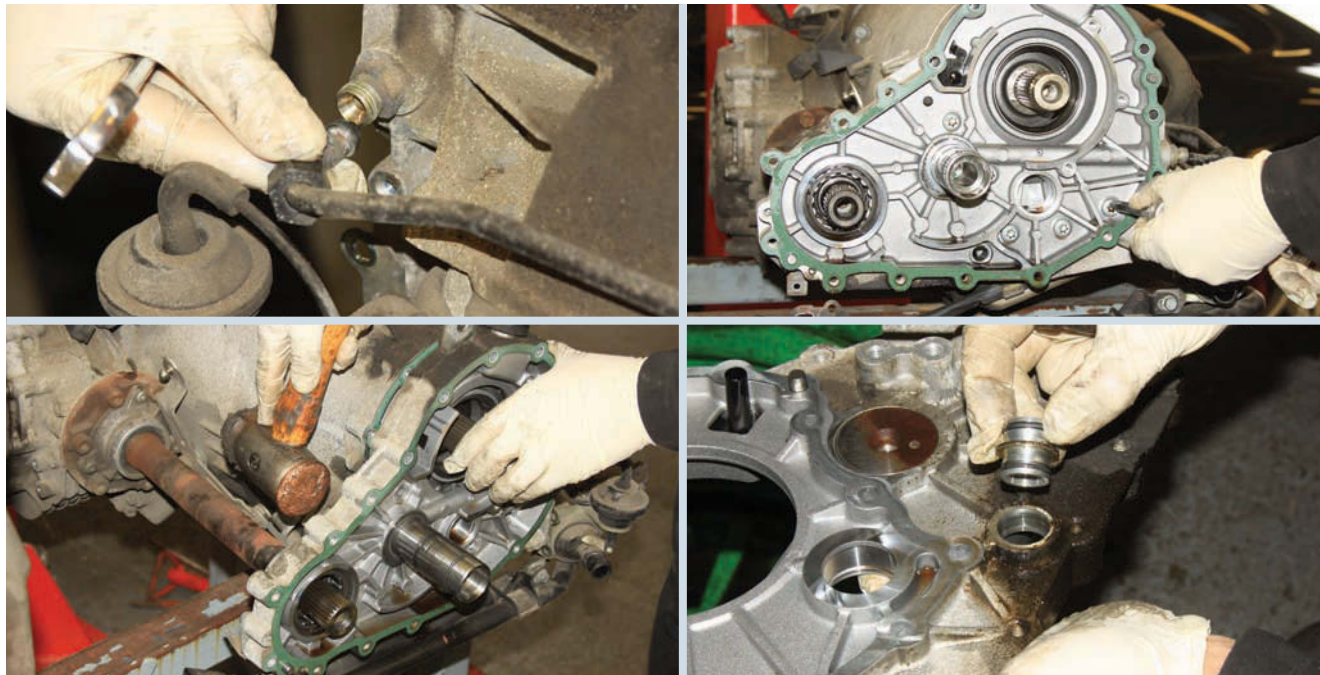
into the 'Park' position – to prevent the shafts turning – and then undo the hex-head screws securing two of the gear assemblies. You

might need an assistant to stabilise the transmission on its support as you do so; they will be tight, not least because of the thread-locking compound used. Remove the plastic oil deflector (middle row, near right), and obviously take great care not to drop anything. Precisely note the position of any shims, and make sure that you don't simply overlook any of them; magnetic probe is useful. All three

gears and their bearings should pull off cleanly and smoothly. Take great care not to damage anything if you have to use any kind of lever to 'help' them



TECH: HOW TO



Undo this fluid-pipe union (far left), and then the five Torx screws securing the inner part of the end-housing to the transmission proper. Gently tap the casting free with a soft-faced mallet, naturally taking great care not to damage the seal round the output shaft to the final drive. Don't overlook and potentially lose this small union (below, near left), which will either be left in one or other of the castings, or perhaps simply drop to the floor

problem lies, what causes it (or so we believe, anyway), and what you can do about it so that it is unlikely ever to recur. We can also attempt to bring a sense of perspective to the situation. Is it even a minor problem? We are, after all, talking about nothing more than very gradual seepage here, rather than a full-blown, torrential leak. Indeed, it is the kind of modest but steady fluid loss that by and large leaves nothing more catastrophic than a tell-tale damp patch on the transmission casing, rather than great lakes of ATF on

your garage floor and, in time, a dangerously low level inside the unit. (Indeed, the same can be said of many M96/M97 engines' so-called RMS 'leaks', but let's not go there again. Or not in this particular context, anyway.)

Because although the work required is neither particularly difficult nor expensive – and for the determined and the dexterous it can even be done with the transmission still in the vehicle – it does demand both a reasonable level of mechanical empathy and aptitude and, crucially, two new paper-

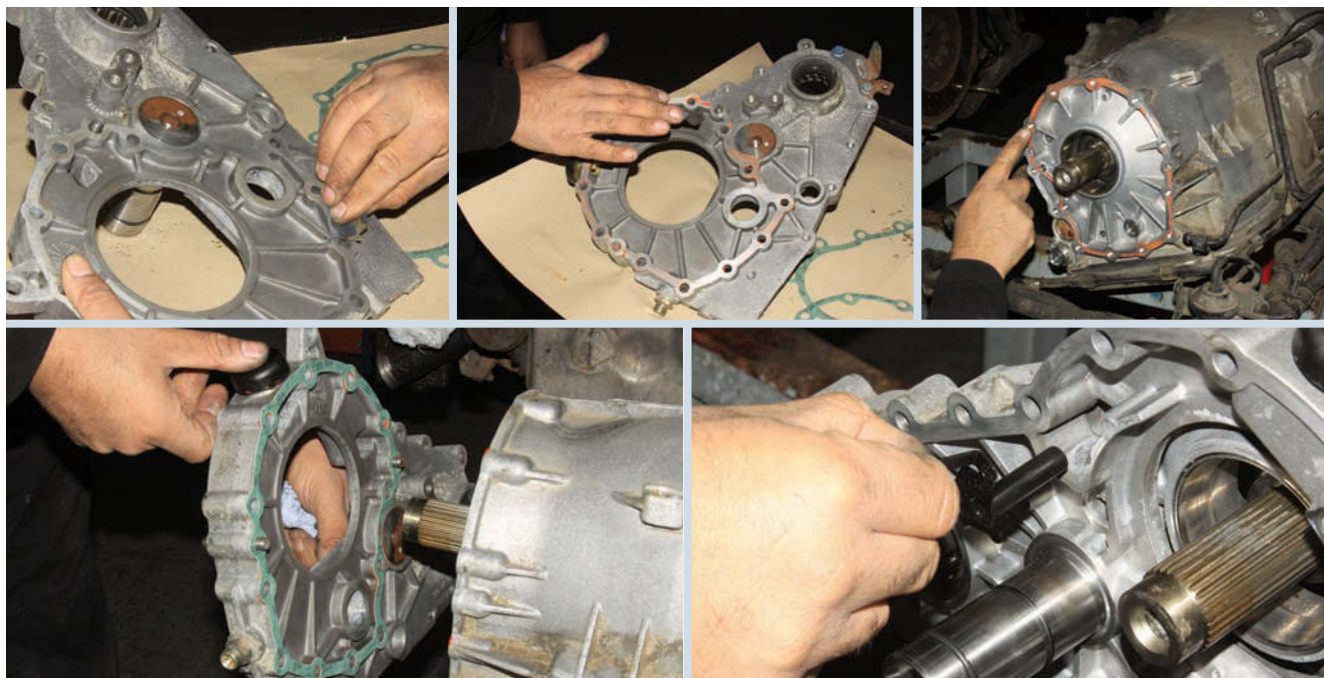
style gaskets which, although in themselves nothing special, are apparently unavailable from Porsche. (Something else we shall leave you to draw your own conclusions about.) It's your call, then. Do you want to spend typically around £600 plus VAT in an arguably misguided quest for a bone-dry gearbox casing, or wait until the work becomes genuinely necessary. And in the meantime, spend the money on something far more interesting? Petrol, for instance. Or even a couple of trackdays. Read on and decide for yourself. **PW**

Tell-tale mark on this joint face (top row, far left) shows where the gasket has been weeping for some time. Why it should do so is another question. Gasket broke in just one spot as Sid removed it (top row, middle), but that apart it seemed to be in good condition; maybe the screws were never quite tight enough. No scraping was needed to remove the gaskets; both simply lifted away from the castings. Next task is to clean all the components – housing pieces came up a treat in Sid's parts washer – and then to make sure all joint faces are clean and smooth. For that Sid uses a piece of very fine wet-and-dry paper. Don't scratch the surfaces, though – and don't rub them so much that you risk bowing or otherwise distorting them. Double-ended union gets two new 'O'-rings and, just to be sure, a thin smear of sealing compound. Possible that some of 'our' gearbox's leaking oil was coming from here, as well as that suspect paper gasket. (Breather, too, on the top of the casing, is always going to, well, breathe. Little you can do about that)



New gaskets – here from Victor Reinz, almost certainly the same as the originals – are fitted with the very lightest smear of jointing compound on all four faces. Any surplus that squeezes out can be wiped off to leave an effectively invisible repair. Offer up inner housing, and secure with its five

Torx screws. It's uncertain what this plastic moulding does (far right), but it's probably some sort of breather pipe. Make sure you refit it, anyway



THE KNOWLEDGE – 2

Surprisingly, perhaps, beyond the appropriate Torx drivers and hexagonal keys this job can be done with nothing in the way of special tools. You might need a suitable sharp scraper to remove all traces of old gasket from the total of four joint faces (without marking them, of course), and perhaps a fine-grade 'stone' very lightly to polish them flat (or even just a piece of ultra-fine wet-and-dry paper), but that's about it. Anything else required by Sid Malik when he did the job for us is by definition shown in the accompanying photographs.

Note, though, Sid's use of a magnetic probe to extract the shim(s) from behind the primary output

gear, and also the thinnest possible smear of Würth jointing compound during reassembly. 'The parts were originally put together dry,' says Sid, 'and using too much sealant will immediately create as many problems as it is ever likely to solve. It will also look a mess. But at the same time it makes sense to give your new gaskets every chance of doing their job 100 per cent properly, or clearly you risk having to do the job all over again.'

You will need a torque wrench, too. Again Porsche provides no official figures for the various fixings, but thanks to his long experience and observation (and his clearly excellent knowledge of general engineering principles) Sid is confident that the two large screws through the gears should be

torqued to 100Nm, and the smaller Torx items holding the cases together to no more than 25Nm. In all cases he replicates the original 'micro-encapsulation', designed to prevent them loosening off, with again just a tiny dab of Würth thread-locking compound. (And it's worth noting that he has tackled oil leaks in at least half a dozen of these transmissions, with 100 per cent success.)

Finally, ensure that all components are perfectly clean before reassembly, and don't forget to refill the transmission with the required quantity of fluid – Dexron III or Pentosin ATF1. Final filling and level-checking requires a little ingenuity, but can be done without too much in the way of specialised equipment. More on this in next month's Q&A.

The apparent absence of published torque figures is no excuse for not tightening the housing screws to a specific figure – Sid

Malik reckons on 25Nm for those smaller items, and 100Nm for those securing the gears to their shafts (and the single larger item shown in the bottom row of photos). No less crucially for the longevity of the new gaskets, using a torque wrench also allows the two sets of end-housing screws to be tightened consistently. Make sure you replace gears, bearings and shims *exactly* as they were removed, and don't forget that plastic oil deflector. All screws are given a tiny dab of thread-locking compound – as they would have been at the factory – partly to seal them, but primarily to prevent them coming undone in service



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LN ENGINEERING + BILT RACING SERVICES

Like so many businesses, LN Engineering was born out of a go-faster hobby. Then LN identified the need to solve 996 engine issues with uprated IMS bearing and cylinder liners. The rest is history, as they say

Words and photography: Matt Stone



LN Engineering was born as many businesses are; in this case it was two college guys and a Porsche 914, their heads full of ideas about how to make their car faster. When they were done, their now souped up 914 was faster, and others with similar cars wanted to get their hands on the pieces to make their own machines faster too. That was 2000-2001ish; they put on racier fuel injection, and fabbed up some serious Nikasil lined cylinders, amping up the H-4's displacement along the way. Word got around via the chatroom forums and amongst the clubbies, so Charles Navarro and his pal began

taking on small Porsche modification jobs on the side. The company we now know as LN was officially born in 2002, and running full swing a few years later.

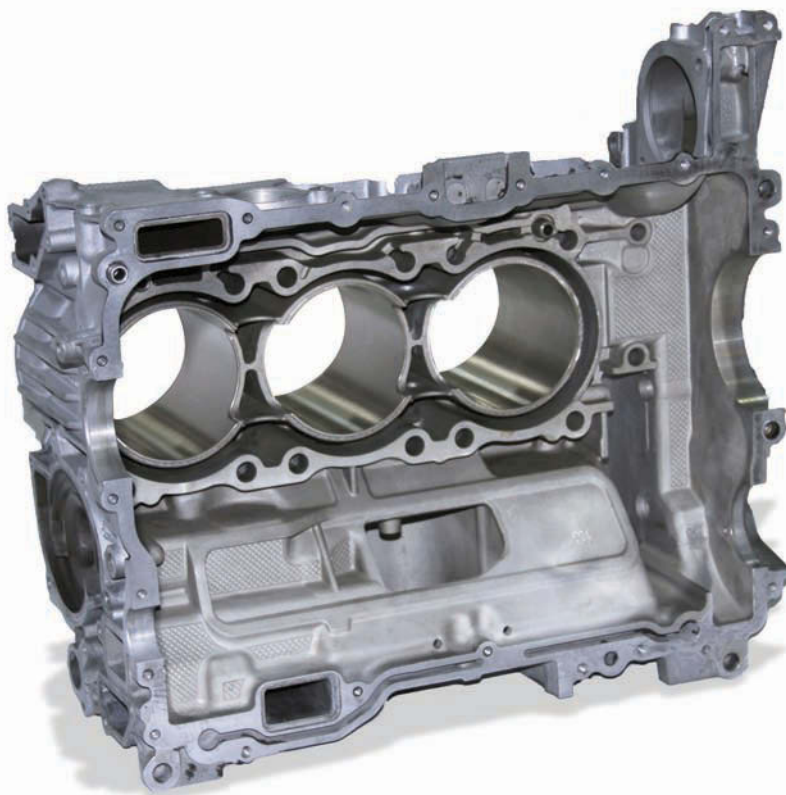
Why the tiny Chicago farm suburb of Mokena, Illinois, you may ask? Turns out that it's long been home to Navarro's wife, and LN's co-owner, Tammy Helling.

LN's staple is a comprehensive line-up of high quality Nikasil lined cylinders primarily for air cooled models, although it produces and carries a wide variety of other components and engine kits. It's not a highly retail customer faced business with a big fancy showroom; most of its business is derived through advertising and online contact. It wholesales its products to a

variety of shops and car builders around the world, yet is happy to sell a single magnetised drain plug to a retail customer. LN's half-a-dozen employees do their magic in a handsome, low lying 17,000 square foot building that used to serve as Mokena's Chevrolet dealer; the property is so low key you won't see a single sign to indicate the building's occupants or what they do there. The dealership moved onto a new facility, then the city took the property over as a municipal activity centre, but couldn't afford the upkeep or modernisation that was required. Navarro and Helling bought the property (not surprisingly just a few blocks from their home; that's how small this town is) lock stock and barrel a

Front row, left to right: Nicole, Ben, Marc, Pawel, Charles. Back row, left to right: Stephen, John, George (Tammy and Phil not shown)

LN Engineering's best known product lines are probably the upgraded cylinder liners for 996 and 997 engines, plus, of course, upgraded IMS bearings. They also produce a range of cylinder liners for air-cooled engines



few years ago, and completely remodelled it to their needs. The former showroom area up front is now the company's offices, with parts department and fabrication and assembly shop behind that... plus a compact yet perfectly formed race shop in back (more about that in a moment). LN has just formed an arrangement with SSF Auto Parts to support a Porsche engine program of providing complete engines using its LN cylinders and some other components. Navarro is proud that LN supplies the cylinders for use by Singer Vehicle Design in the Cosworth built engines that power its fabulous line of re-imagined and optimised air cooled 911s.

Popular hardware for late model cars includes sleeved water cooled Porsche engine blocks, and it does considerable trade in IMS retrofit kits that cure all the problems associated with that notorious failure. LN is primarily about engine upgrades, particularly for high performance and racing use; again you won't see a showroom filled with racks of superwide wheels, nor shiny exhaust systems, wings or spoilers. There are some areas of the

cars where Navarro feels the aftermarket provides the best solution, yet in other cases he maintains that the best piece may well be a factory Porsche part. For example, he's absolutely sold on JE pistons, uses and recommends them when the job at hand calls for new pistons (especially in the case of a build including a

big capacity cars around the property. The yellow Cayman (opposite page) in the reception area is Tammy's 4.2-litre Cayman; the blue Boxster in the shop area is Navarro's first Porsche, a now 3.8-litre Boxster based on an early gen, Tiptronic equipped machine. Navarro mentions that the big engine shredded the standard auto

“LN supplies the cylinders for use by Singer in its Cosworth built engines”

bore and stroke increase). LN doesn't build heads for much the same reason; they are very expensive to develop and produce – factory heads are already very effective, and the few aftermarket heads out there are pretty good. Navarro's development mantra is simple: "There's no reason to remake a part unless you can improve on it." Which keeps the company from investing in rainbows that it doesn't need to chase.

Worthy of mention are the collection of

'box a couple times until it was beefed up upon rebuild. 3.6 and 3.8-litre Cayman engine swaps are no biggie for this group.

Pass through LN's office/reception area, through its parts store and through the main shop, and you'll come to a door that proclaims "BILT Racing Services, your Full Service Race Shop" which occupies the rearmost area of what at one time was the Chevy dealer's body shop. During our visit there were a few Pirelli Challenge cars in

Right: Neat racking hints at serious organisation. Far right: Blue Boxster is Navarro's and features a 3.8-litre LN modded motor. The Tiptronic 'box had to be beefed up to cope



TECH: SPECIALIST



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BILT Racing Services handles the race car build side of the business. Caymans are a speciality, with a number in build during our visit. The NACA duct side windows are a BILT signature product

for work or rework. Three highly talented team members and Navarro came up with the idea and raised the money and designed and built the compact but well equipped shop. They have an area which houses a water jet cutting table capable of digitising and reproducing a variety of

produce carbon fibre, fibreglass or other component body parts as needed.

A white Cayman racer in for a major post-accident rebuild shows off a variety of BILT's tricks of the trade, including suspension modifications, fire system installs, the fitting of an electric power steering system, and

button puts the car up in the air on its own built-in jacks; naturally a big time saver for pitstops, and also handy to have while the car's in the garage or shop. The BILT team designs and fabricates its own roll cages, and is also proud of its in-house designed rear quarter window replacements featuring built in NACA ducts. A fibreglass and carbon fibre rear deck lid saves many pounds over the stock piece. And their fibreglass door shells weigh a scant few pounds.

You've got to love a family owned and run business like this; built out of nothing more than ideas, lots of hard work and sweat, innovation, talented craftspeople, based in a community not exactly known for the production of high performance Porsche products. Need an IMS retrofit kit or some high performance cylinders or pistons? Or fancy building a new Porsche race car from scratch? If so, LN Engineering and BILT Racing Services have got you covered in a variety of ways. **PW**

“You've got to love a family owned and run business like this”

components, plus the variety of welding equipment needed to properly construct a racecar. Neither LN nor BILT does paint or body work on site, working with a local shop that produces high quality work and is capable of entire clip replacement and highly accurate frame straightening, and another local outside contractor can

the comprehensive re-wiring of the car primarily to save weight and increase serviceability. One factory harness removed from the car weighed nearly 50lb, yet was replaced with a smaller group of wiring weighing only a fraction of that amount. Another popular component addition is an onboard jack system that at the punch of a



Far left: Lightweight fibreglass panels save weight. Left: Cayman in build. Cage fabrication and installation are a BILT speciality

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PROJECTS

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THE TEAM

STEVE BENNETT

944 LUX

No news is, er, no news. Engine rebuild continues. Cylinder head is refurbished with three angle valve seats and vacuum checked. Lindsey Racing piston rings are being fitted too.



KEITH SEUME

912/6

We're getting there! Today the car has gone off to have the suspension alignment done, and then it's back to the workshop for the last bits of wiring. Can we really be that close to getting El Chucho on the road?



CHRIS HORTON

924S, 944

The snow needed to test my new Pirelli winter tyres was only a dusting, and within a day or so had mostly melted, but just about served its purpose. Verdict: every car should have them, every winter!



PETER SIMPSON

CARRERA 3.4 TARGA

I have been working on Project Backdate, I promise, and as soon as we have some space in the Projects section I'll show you the progress. The inner rear arches are painted and ready for the fit-up.



BRETT FRASER

BOXSTER 3.2S

Well, I certainly got my money's worth from the old Falken tyres fitted to my Boxster. They were on the car when I bought it three years ago, but have finally been replaced.



JOHNNY TIPLER

964 C2, BOXSTER 986

The Peppermint Pig has gone to a new home. A last adventure on the Monte Carlo Historic Rally, and then a near instant sale. A sad day, but look out for a PP retrospective.



ANTONY FRASER

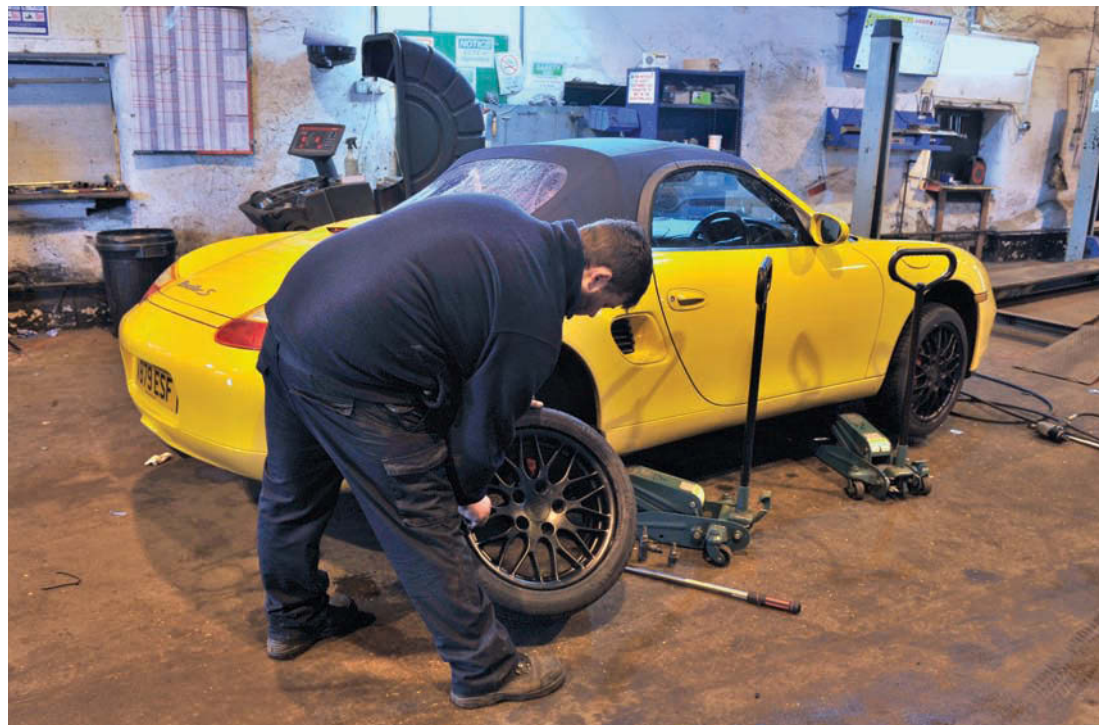
996 GT3, SC, TRACTOR

As you will read, the GT3 is now fully set up in the suspension department, thanks to the chaps at RPM, and I'm very happy with the results. Just need to get on track now.



TYRED AND EMOTIONAL

Brett gets his money's worth from old tyres, but has finally raided his piggy bank for a set of lovely, new Michelins



As the bloke who frequently berates family, friends and complete strangers on the perils of badly worn tyres (quite apart from the safety aspect, you could be fined up to £1000 per dodgy tyre, etc, etc...), I was wracked with shame when the Boxster went up on the hoist at Parr and the grim truth of my rear Falkens was revealed. They weren't just beyond a joke, they were nearly beyond the wear indicators. Disgraceful pretty much sums it up.

The fact that the fronts still had a bit of life in them was scant consolation, especially as the new Eibach anti-roll bars I'd just had fitted now couldn't be put to full

use until the tyre situation was resolved. This all happened at the beginning of winter so it dawned on me that it might be instructive, not to mention safer, to try a set of winter tyres on the Boxster. Earlier in the year I'd interviewed Guy Heywood, a 911-owning tyre engineer and sales manager from Michelin, who'd told me that the winter tyres he'd fitted to his BMW 5-series company car had enabled him to get home one snowy week when all his neighbours had abandoned their cars at the bottom of the hill. Guy reckoned the traction winter tyres give rear-drive cars is very impressive, but he also reminded me that the tyres' rubber compound is designed to work better than that of 'summer' tyres when

BRETT FRASER

BOXSTER 986 S

Occupation:

Freelance writer, Dep Ed 911&PW

Previous

Porsches: None

Current

Porsche:

Boxster S

Mods/options:

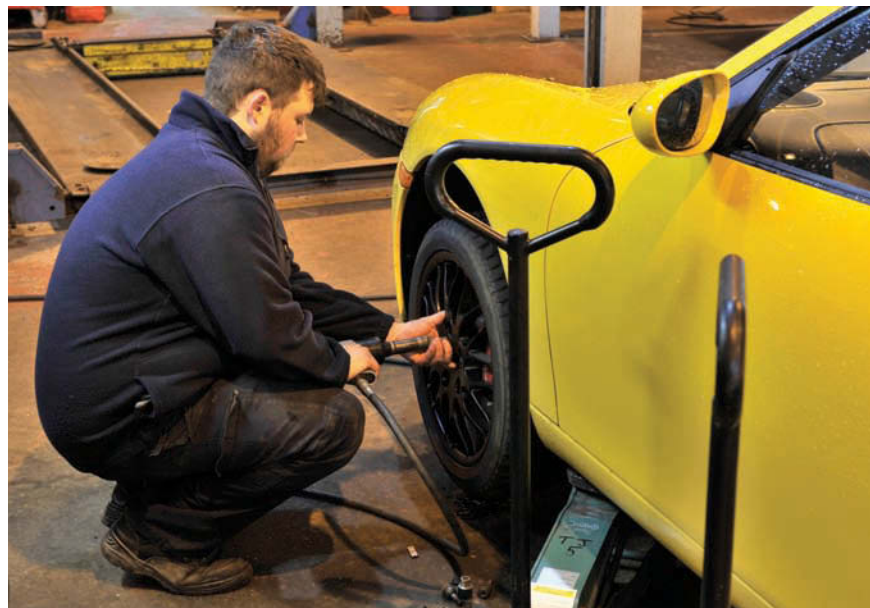
Standard, save for Eibach anti-roll bars

Contact:

brett@brettfraser.co.uk

This month:

It's all about tyres. Michelin tyres to be precise





Honda and Fast Ford enthusiast, Nathan, gets on with winding tyres on to rims

SCHOOLBOY ERROR...

My history teacher was fond of telling us all that we should never assume. And unfortunately I did just that a few issues ago when I reported on having my Eibach anti-roll bars fitted. I stated that the Eibach items were thicker and lighter than the OEM units, but Eibach's Ben Thompson got in touch to put me straight.

The Eibach bars are thicker but not lighter – they are hollow but then so are the OEM bars, meaning the skinnier Porsche units win the weight contest. However, Ben continued, the Eibachs are up to 47 per cent lighter than some other (solid) aftermarket items and have the added advantage of being adjustable.

Ben also pointed out that the bushes included in the kit are not from Powerflex, but from Superpro. I did know this – hell, I could see the name on the box – but for some reason my fingers typed out when referring to aftermarket bushes, rather than the right one. My apologies for being so stupid.

temperatures fall below 7°C – you don't need snow to enjoy their benefits.

Inspired by Guy's wisdom on the subject I took a quick trawl through Michelin's winter tyre ranges and found a cold season variety of the highly acclaimed Pilot series. In some European countries winter tyres are compulsory, and as a consequence many drivers keep a spare set of wheels to fit them to – come the spring they simply swap wheels, rather than having to change the tyres over. I don't have the space or the budget to be so sensibly organised, so the tyres were going to have to go on the Boxster's existing alloys.

Except as it turned out, they weren't going to go on. My car rolls on 17in diameter wheels and they're not a size that Michelin currently produces winter tyres for, at least not in the widths and speed ratings required for the Boxster. Have a check again next winter was the advice, as the range is evolving and expanding, but there needs to be a demand before there's a supply.

Perhaps I had a sixth sense premonition that winter on the Suffolk/Norfolk border wasn't going to be so severe after all, because once I learnt that I couldn't get

hold of winter tyres, I wasn't that bothered. (Or was it something to do with also owning an old Land Rover Discovery?) A set of regular tyres was still required, though, and as I was already leafing through the Michelin brochure I figured I may as well stay there. Besides, I'd seen Porsches racing on Michelins at Le Mans in 2014, and many sports cars and supercars seem to be fitted with some version or other of the Pilot Sport range, so the Boxster would be in good company.

The Pilot Sport seems a good all-rounder, an opinion backed up by Andy and Simon Beevers, who each have a set fitted to their 996 C2 and 986 Boxster S respectively, and who I interviewed a couple of issues ago. So I ordered up a set – 205/50 ZR17s for the front, 255/40 ZR17 for the rear – and had them fitted by my friendly local tyre centre, Treadfirst in Diss. I've dealt with Treadfirst for years and they've always been enthusiastic and good value – they charge £160 each for the front tyres fitted and VATted, and £184 each for the backs.

Nathan, the young fast Ford and Honda enthusiast who administered to my Boxster, expressed his admiration for the Porsche.

His uncle had once owned a model like mine and he'd had a brief chance to drive it. He'd really enjoyed the Boxster but he doesn't think he'll be swapping out of his snorty Fiesta just yet. Nathan made pretty swift work of getting the new tyres on and didn't encounter any problems along the way – one of his colleagues recalled when I'd previously brought in a Subaru Impreza WRX to have some tyres fitted for a photo shoot, and they were so tight that the Treadfirst boys were on the brink of giving up.

So, what are the Pilot Sports like? Can't really tell yet. The moment I drove out of Treadfirst the local area was overwhelmed by sub-zero temperatures that caused black ice late into the day, so everyone was tiptoeing around the place. You could spot those who hadn't been so cautious – theirs were the cars sticking out of hedges and decorated in white and blue Police tape... A couple of immediate benefits that I have detected, though, are a notable reduction in road noise and an improvement in ride quality: warmer weather and drier roads can't come soon enough, as what I'm really interested in are the way the Pilot Sports grip and handle.



Far left: Loveley new Michelin Pilot Sports replace the very worn Falkens (left). When the weather warms up a bit, we'll know what they're like

SUSPENSE (SET UP) IS OVER

It's all very well having multi-adjustable suspension, but if it's not set up properly, then it's not worth a spherical ball joint. Fortunately Projects GT3 has been set up properly, and here's how...



ANTONY FRASER

**996 GT3,
911 SC,
JUNIOR
TRACTOR**

Occupation:

Freelance
photographer
Previous
Porsches: 911SC

Current

Porsches:
996 GT3, 911SC,
Junior tractor
Mods/options:
GT3 modified with
Cargraphic exhaust
and DMS remap,
plus numerous
suspension mods

Contact:

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om

This month:

Making all those
suspension bits
work together,
which we've
achieved

You will have read (won't you...) that our Project GT3 is in receipt of shiny new underpinnings. Just to recap, in case you weren't taking adequate notes, we have springs and dampers by Eibach and Bilstein respectively. Holding these to the car are factory coffin arms, with Rennline inner bearings, a selection of Rennline rose-jointed control arms and tie rods, plus some strategically placed Powerflex Black Series motorsport bushes. All this has been bolted onto the car by our friends at RPM Technik, in Hertfordshire.

Now, obviously, no amount of fancy kit is worth a dime if it isn't set up with skill and care. And this is where it becomes crucial to

take your car to an outfit that you're sure won't let you down, because a poorly set up car – and especially a GT3 – is a liability that will give you no pleasure at all, and may well treat you very harshly indeed. No worries on that score with RPM; they have carved out a reputation as handling gurus, and certainly their CSR 996 & 997 are ample proof of that pudding.

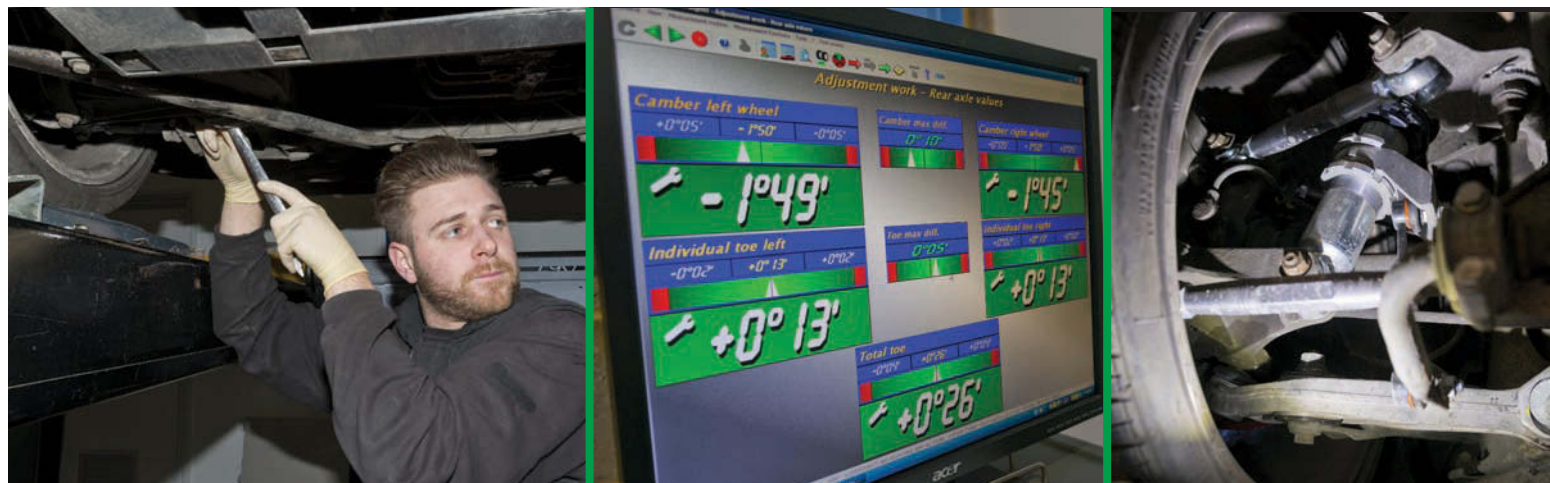
Project GT3 is treated to the dedicated set-up ramp, away from the main workshop. In charge of the tweaking is Dan Francis, who was given the unenviable task of removing the truculent original suspension, and installing the shiny new gizmology. The set-up equipment is accurate to fractions of a degree, and sensitive to the extent that the breeze from an open workshop door is

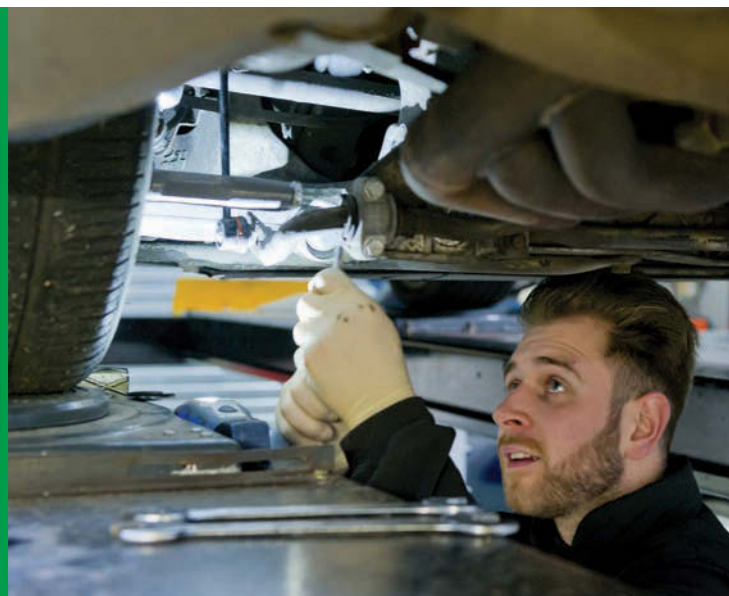
enough to affect it.

The set-up starts, as it must, with a discussion about what I expect to achieve from it, and how best to go about turning that expectation into reality. What I want is a slightly more modern-feeling GT3 – a car with a little more positive turn-in, communicative steering, less understeer, and a slightly more planted ride. Doesn't seem much to ask if you say it quickly...

The good news, says Dan, is that the Rennline spherical bearing control arms will hold onto a setting much better than a bushed arrangement, which can give a slightly different reading every time you look, and will, of course, flex under load. There are downsides, of course – which we'll go into later – but for now, let's stick to the geometry.

Above: GT3 on suspension set up rig. Below: Dan at RPM is the man with the plan. Laser alignment equipment communicates with screen





For an initial set-up, from which to progress, we stick to the standard factory settings for the rear, including the ride height (the car was stupidly low before). For the front, we opt for much the same set-up as RPM's CSR model, with 1 degree of camber, and no toe-in. We click up the dampers to a mid-range setting, and get out onto the road for a test drive.

Hmmm, nearly, but not quite. The most obvious issue is that the firm springs are overwhelming the dampers, producing a high frequency bounce that sees my moobs jiggling about so much that I'm glad of the drug dealer dark glass, for reasons of public decency. No problem: the rears are a quick fix from inside the car, by simply peeling back the rear carpet to reveal the turret tops, and clicking up the adjusters. The fronts are adjustable from under the car, which isn't really possible without a jack or a hoist, but they're less of an issue anyway, for the time being.

Once the springs are tamed, it becomes clear that, straight out of the box, we've got pretty close to what I asked for. The car is extremely benign in a straight line, even in Bumpy B-road Britain. The primary ride isn't as unforgiving as we might have feared, even with the dampers set very close to their firmest adjustment. Secondary ride, which is to say bump-thump, is inevitably compromised by the rose-jointed control arms, especially at low speeds in town, but

it's nothing like as bad as I'd imagined it might be, having at times been obliged to punt various ex race cars about in town centres, usually in deafening agony. And, as always seems to be the case with 911s, the faster you go, the better it all gets. But it's not perfect. Turn-in is nearly there, but I'd like just a little more. So it's back to the ramp for a touch of tweakery.

Set-up for a road car with track leanings is always going to be a game of compromises. I hear that Carrera Cup cars run with around 4 degrees of camber at the front, for example, but that kind of extremism would murder a road car. We opt for 2 degrees of camber, and just a little toe-in; any more would see the front tyres going bald faster than Jacques Villeneuve. We also drop the front just a little – and I'm ashamed to say that's largely because I felt it just looked a bit too high. Shallow? That's me.

I should mention tyres at this point. The Pirelli P Zeros on the car were getting to the point where they should be pensioned off, so – after previous high jinks with Yokohama Advan A048s – our GT3 now rides on Yokohama Advan Neova AD08Rs. They're not as hard-core track-orientated as the A048s, but they're quieter on the road, and offer a better ride. With our suspension ethos, they seemed like a shoo-in. It's early days, but grip levels seem impressively high, even on cold, wet roads. And The Dear Leader, Mr Editor

Bennett, seemed satisfied with them at last month's Bruntingthorpe extravaganza. More to come on these, after we've put some proper track time under them.

Back to the suspension, out on Her Majesty's highways and, by Jove, I think we've cracked it! The steering is sharpened up, turn-in is more willing, and the whole thing just feels as I'd like it. I'm not about to pretend that I spent hours on the ragged edge of the Yokohama grip envelope, on public roads in the middle of winter, but we've certainly achieved a car that feels like it's going to be a fine track-day tool. Yes, we've sacrificed a little of the easy-going straight-line nature, but not by any means to an unacceptable level. In fact, the communication through the wheel is one of life's great driving joys, and all the more pleasing considering it's power-assisted. No, the car's not a great deal of fun in town, on the pock-marked, broken surfaces that typify our urban experience, but then, it never really was.

If nothing else, this exercise shows the value of good set-up, even if you don't replace anything. The difference that one degree can make is impressive indeed. I think we've straddled the road/track fence with considerable success, and I'm very pleased. The service offered by RPM Technik can't be faulted, and their patience with your faithful correspondent is worthy of Job himself. I'm giving it a big tick with a thick black pen.

Subtle adjustments gradually home in on perfect set up. Well, perfect for us at least

CONTACT

RPM Technik:
rpmtechnik.co.uk

Bilstein:
bilstein.com

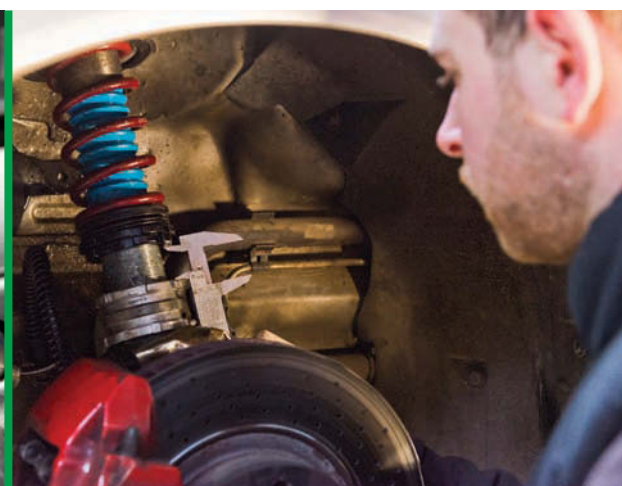
Eibach Springs:
eibach.com

Rennline:
rennline.com

Powerflex:
powerflex.co.uk

Yokohama:
yokohama.co.uk

Left: New Yokohama Neova AD08Rs are a great compromise between all out track day tyre and road. Below: Measuring ride height on spring platforms



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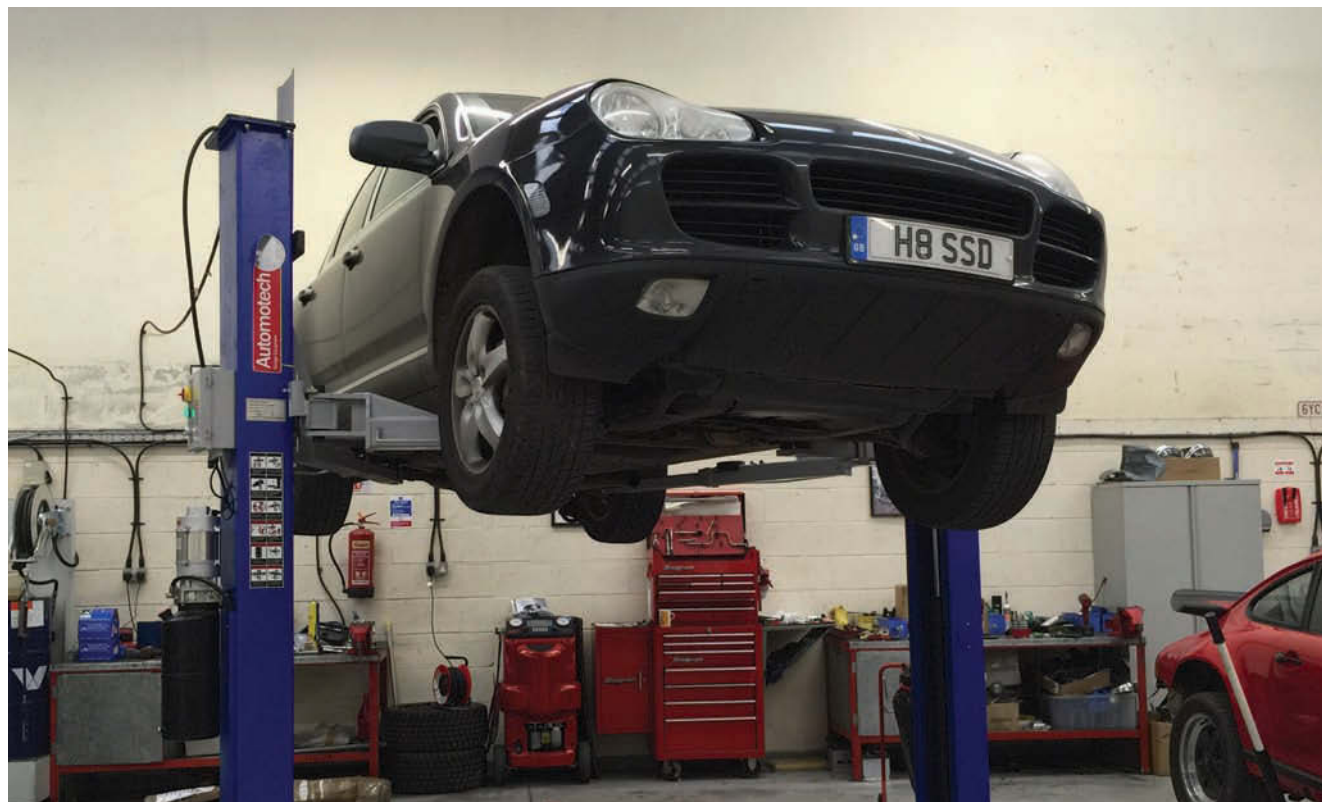
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CAYENNE PULLS ITS WEIGHT

John Glynn's Cayenne is no pampered Chelsea tractor. It works for a living, whether towing a trailer of bricks, or Francois Delecour's GT3 rally car to Monte Carlo and back



JOHN GLYNN CAYENNE S

Occupation: Porsche journalist/PR consultant/blogger
Previous Porsches: Lots
Current Porsches: Cayenne S, 944 Lux, 911 Carrera 3.0, 924 Turbo
Mods/options: Mostly standard. Cayenne on LPG
Contact: john@mightymotormedia.com
This month: New centre propshaft bearing, tyres, and a whole lot of towing for the Cayenne, including to Monte Carlo and back!

As I approach 30,000 miles covered in my 2004 Cayenne S, good times continue with the affectionately named 'Big Pig'. The transmission rebuild of early 2014 continues to perform faultlessly, and the car has been faultless in the last twelve months. That said, maintenance on the 2,200-kilogram machine is a never-ending cycle.

Cayennes have a name for chewing brakes and tyres, but that has not been my experience. When the Brembo discs and pads began to wear thin last year, I shopped around and found a decent Brembo alternative in the Mintex offering. At just over £200 for a full car set from Premier Car Factors on eBay, the cost did

not break the bank. Aside from a barely perceptible reduction in initial bite, the brakes have been great, logging more than 15,000 miles so far.

I've found the Cayenne to be good on tyres, once the wheel alignment has been checked and adjusted, which I think is best done at least once a year. Last year's winter tyre choice was a set of part-worn 18" Pirelli Scorpion snow and ice tyres that were slightly past their best: great tread but manufactured more than five years previously. Nevertheless, I wore them down to the minimum tread before swapping to a set of Continental Cross Contacts, which worked really well on the car. I will definitely be sticking with Contis next summer.

With winter 2014 approaching, I needed to

go to cold weather tyres and found another part-worn set of the same Pirelli Scorpions on eBay, this time mounted on 19" wheels with a wider 8" rim. They've been on the car for five months and I like the way they ride. With a manufacturing date inside the last five years, they grip better on the frosty back roads of Northamptonshire than the older winter rubber, but I'm still not convinced that their outright performance comes anywhere near my favourite Goodyear Ultragrip winter tyres. I like the 19" wheels, though: they will be staying.

Driveshafts were a slight bone of contention last year. The Cayenne's main propshaft does a lot of hard work, and eventually wears out the rubber-mounted centre bearing. When mine went last year, I

Left middle: Cayenne's main propshaft does a lot of work. Rubber mounted centre bearing eventually wears out. Glynn replaced with an O/E part





first bought a reconditioned propshaft from a private seller on eBay, which turned out to be faulty: a seized centre CV soon destroyed the new centre bearing. It's a reasonable effort to change the complete shaft, so I was fairly ticked off.

I sent that back for a refund and ordered a brand new one from GKN, who supplied the OEM part. That has been almost perfect: just a hint of vibration at high speed. I plan to realign the front end of the propshaft and spin it a bit when it's next on the service ramp, which should sort it out. I've sent the original propshaft to a specialist in Nottingham for reconditioning.

The nearside front CV joint has also started making unhappy noises since its latest escapade (read on), so that wants changing sometime soon. It's not a difficult job and unsurprising at 144,000 miles. Parts suppliers say they're on a two-month backorder, but being identical to Touareg parts from 2002-2010, I will likely buy genuine VW parts. I'll just replace both front driveshafts for new if that is affordable, as I have no plans to change the Cayenne and I don't want to be stranded in a muddy field

at the Nürburgring or similar.

While some readers might be under the impression that I spend all my weekends under this car, the Basalt Black Cayenne is no pampered pooch. Nor is the usual occupant of its boot space: Ted the Jack Russell Terrier. I managed to find a bespoke-fit steel dog guard on eBay to contain young Ted while the Cayenne is on the move, but he soon found a way around the sides of the steel grid – whoever designs these dog guards has clearly never owned a wriggly JRT. I sorted the security leak with some Perspex filler pieces cut from an old number plate, mounted using terrier-proof tie wraps.

Also housed in the boot is the detachable towball, which came in handy last month when the V8 Cayenne was commandeered by team Tuthill Porsche to take its 997 R-GT rally car and four mechanics to Monaco for the Monte Carlo Rally. I had previously towed the R-GT to JZM Porsche for a PCGB GT3 Register open day, so there were no worries on the car's towing ability.

Work on the R-GT's all new Visit Romania! livery over-ran by a day due to

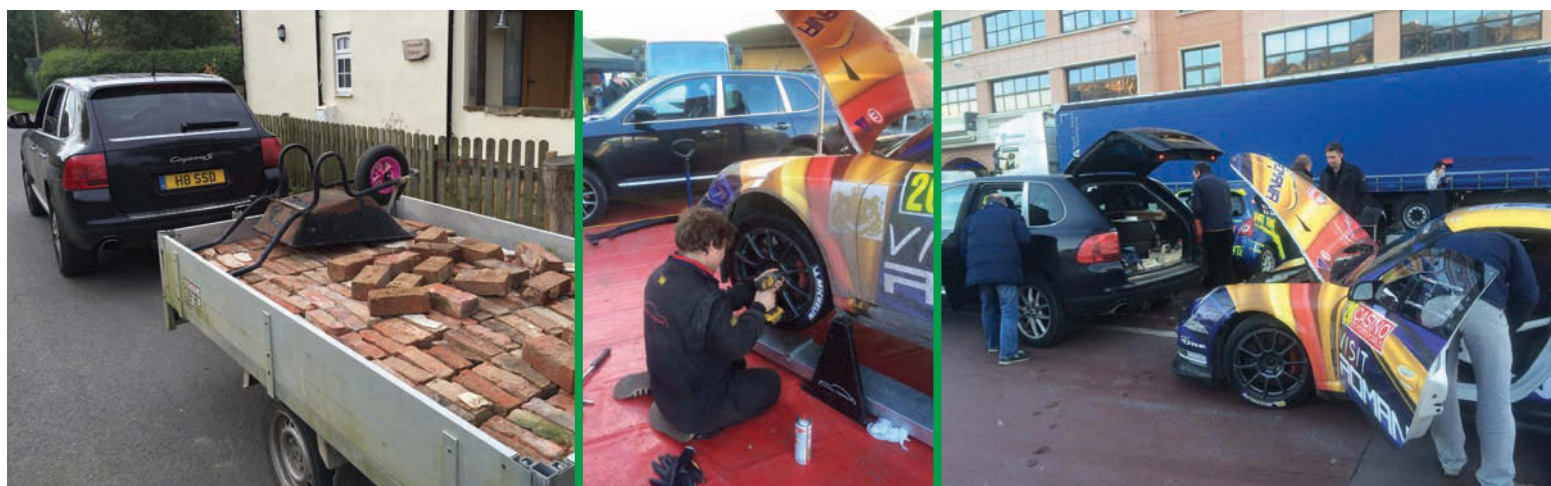
vinyl problems, forcing the race truck to leave without the car or arrive late for testing. Most other team transport was in Sweden with Tuthill's Below Zero Ice Driving camp, so a capable 4x4 towcar was required at short notice. The Cayenne was ready to go so I handed lead mechanic Adam the keys and wished them good luck.

"What's this yellow light on the dash?" was the first text from the travelling party: turned out the tailgate was slightly ajar. From then on, the Cayenne ate up 3000 faultless miles, towing the rally car down through France to a two-day test session, on to service at Gap, and then into the final rally hub on the quayside in Monaco, before bringing it safely home again.

When the car was not being towed, the Cayenne fulfilled team transport duties: taking personnel into stages over the usual Monte mix of snow, ice and dry Tarmac bathed in south of France sunshine. Everyone who rode in the car was impressed, as they should be: there are many good reasons why the Cayenne has been Porsche's best-selling car for more than ten years. **PW**

JG's Cayenne played a crucial part in Tuthill's Monte Carlo rally victory, towing the team's GT3 first to be liveried and then all the way to Monte Carlo and back. Now that's a proper workhorse/service wagon

Below left: More towing duties. Below: Acting as service wagon on the Monte Carlo Rally



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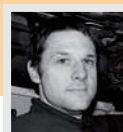
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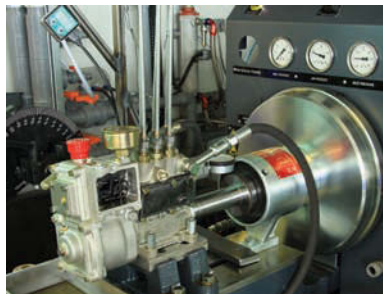


OLLIE PRESTON
RPM Technik

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Welcome to 911 & Porsche World's Q&A pages, edited and assembled by the magazine's technical man and do-it-yourselfer, Chris Horton (above). The format is much as you would expect – you ask, and our experts try to offer a practicable, real-world solution – but we also pass on some of the knowledge that we gain during the course of our own work on the magazine. Either way, we routinely add as much detail as possible – including part numbers and costs, contact and website details, and any relevant illustrations we can find. Prices quoted are to the best of our knowledge correct – for the UK market – at the time of writing, and generally exclude VAT unless otherwise stated. Naturally we do our very best to ensure that the advice and information given is accurate, but we can accept no responsibility for any effects arising from it.



PUMP ACTION AT BS MOTORSPORT

Q My 1972 911S engine is currently with a specialist in the UK for a complete rebuild. Whatever else France has to offer in the way of culture, scenery, wine and food, sadly there are few, if any, Porsche independents of the high calibre routinely found back home in England.

I am struggling, though, to find someone who might be able to offer the same level of expertise for the fuel system. While by no means completely derelict when I found it, and subsequently bought it, the car had been standing in a cowshed in the Massif Central area for many years, and the mechanical injection pump looks as though it, too, will need a complete overhaul.

Luckily it is not seized – although I resisted the temptation to turn either the engine or thus the pump on the starter motor; I know from experience what kind of damage that can do to a mechanical unit that has been idle for so long – but it is quite badly corroded externally, and I can't imagine that the engine is going to run as well as its own expensive overhaul would warrant without at least some attention to the pump. And probably to the remainder of the fuel system, come to that.

Do you have any suggestions as to who might be able to tackle this work for me? Great magazine, by the way!
Nat Harrison,
Clermont-Ferrand, France

A Chris Horton, 911 & Porsche World: I suggest you try Neil Bainbridge at BS Motorsport in Westcott, Buckinghamshire. (Actually, I say 'try', but if he can't help, then I seriously doubt if anybody can.)

I know that last autumn he bought, brand-new, a highly sophisticated

Bosch test-rig for all of these Porsche MFI (mechanical fuel injection) pumps, as well as a full set of the similarly highly specialised tools needed to strip, overhaul and rebuild them – and then, no less crucially, to set the pump up for the engine. Those few tools and jigs that were unavailable he has designed and made himself. Needless to say, he also has access to – and understands – all the necessary data.

Neil additionally has an Asnu injector-testing machine, and not least an industrial-grade ultrasonic cleaning tank that by the sound of it will be needed safely – and non-destructively – to dislodge all of the dirt and corrosion there may be inside your pump, even before he sets to work on stripping it. (This device, which is large enough to take entire crankcases, operates on exactly the same principle as the smaller machines jewellers use. The results are, frankly, amazing.)

Can I also strongly suggest that you – or anyone else who might be recommissioning the fuel system of one of these now increasingly desirable and valuable machines – consider spending another few hundred pounds on new shaped, rigid fuel lines between the pump and the individual injectors?

These, too, are likely to be corroded both internally and externally, with an obvious effect not only on the fuel delivery, and quite possibly the longevity of the injectors (see last month's Q&A), but also on the finished overall appearance of what is obviously going to represent a pretty sizeable investment.

Don't spoil the ship – or in this instance your valuable classic Porsche's fuel system – by skimping on injector pipes. The old ones might well be OK, and can be replated, but how will you know what they are like inside? BS Motorsport offers a set of six, like these, for £348 plus VAT

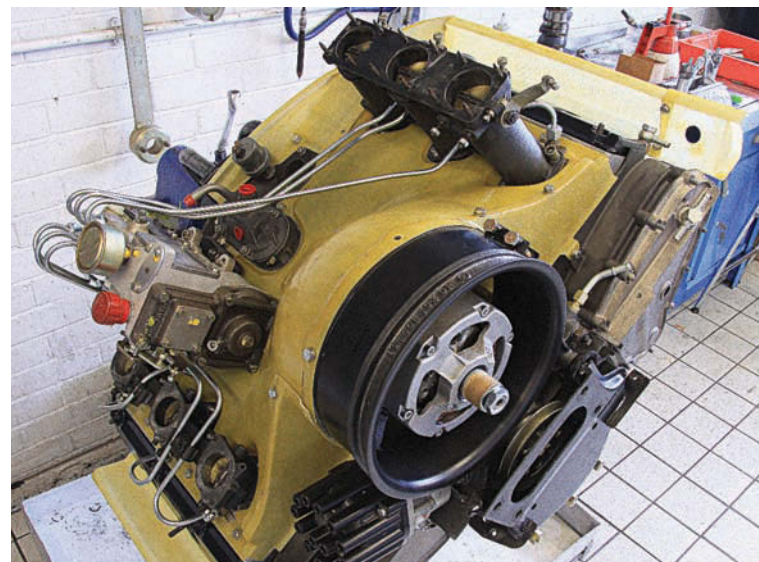
It is possible to have the lines chemically stripped and then replated to deal satisfactorily with the visual aspect, but this process requires the threaded unions to be removed and then refitted – which is both time-consuming and can lead to subsequent leaks, and won't necessarily sort out the internal corrosion. And by definition you may not know about that until it is too late. (Again see last month's Q&A pages.)

But BS Motorsport has had these pipes remanufactured, as well, and is currently offering them at £348 plus VAT per set of six. They are suitable for all engines, whether fitted with so-called low or high induction stacks, and as I hope you can see from the photograph below, not only fit perfectly, but look great, too. That is exactly the finish they would have had from new, back in the 1970s.

BS Motorsport is at Westcott Venture Park, a few miles north of Aylesbury in Buckinghamshire. Call 01296 658422, or go to www.bsmotorsport.co.uk.

Never a man to do anything by halves, Neil Bainbridge (pictured) has bought, brand-new, this Bosch-built test-rig for the MFI pumps fitted to many classic Porsches (and Mercs and BMWs). With it he can unlock the secrets of the main fuel cam (second from right); specially made jigs (above) allow full overhauls

● *Unsurprisingly, in light of all that's happening at BS Motorsport these days (see also last month's Products story about its new storage facility), the company is looking for a third technician, to join Rob Hayers and Rob Nugent, and reporting to Neil Bainbridge himself. Ideally the successful applicant will have some experience of the Porsche marque, and specifically air-cooled engines and their relevant transmissions, but training will be given if necessary. Salary according to age and experience and, as we can testify, a great working environment, among some of the most exquisite classic 911s to be found anywhere in the UK. For more details call the number on the left and ask for Ian Bainbridge.*



911SC WON'T GO THE DISTANCE

Q I have been a subscriber to *911 & Porsche World* from the almost the very first issue, way back in 1990. My current Porsche is a left-hand drive 1980-model 911SC Sport. The problem I have is that while sitting in my car recently, giving the mechanic a hand while it was being MOT-tested, I pushed in the trip button on the speedometer to zero the odometer. Now neither the trip nor the total distance counter moves when I am driving. The trip button returned to its normal position after zeroing.

Can I have the speedometer repaired, or will I need to source a new one? The speedometer itself works fine; it just doesn't count the distance travelled.

Please keep up the good work with a great and ever-improving magazine.

Dave Crawley

A **Robin McKenzie, Auto Umbau:** There are two possible causes for the odometer not recording the distance travelled. Both relate to the plastic gears inside the unit. Either one or other has moved out of position over a long period of time, and needs pushing back into position (and your car is 35 years old, after all), or else – far more likely – the plastic cog has cracked and/or lost a tooth, and can no longer transmit the required drive. Either way, the speedometer needs to come apart, and that means sending it to a specialist, because they will have the tooling to take the gauge to pieces properly, without damaging the external trim ring.

A **Julian Reap, Reap Automotive Design:** As Robin McKenzie says, to replace the gear(s) inside your speedometer requires removing the instrument's decorative outer bezel. There are specialist tools and equipment for doing this successfully. Using even a blunt screwdriver will most likely damage the bezel beyond repair (new bezels are available, but very expensive, and obviously require the same specialist tools to roll them on, or else you are back to square one).

Not surprisingly, the internal mechanisms of these speedometers and odometers are very delicate, and so easily damaged by the uninitiated. We get occasional calls from owners who have attempted this work and managed to break their speedometers, resulting in the need for an expensive repair. Here at Reap Automotive Design we stock only the best-quality gears for most of the Porsche range of speedometers, and usually have a few speedometers in for new gears at any given time.

We charge £120 plus carriage and VAT for repairing odometers in 911s up to 1989, as well as those in the 964 and 993; also in the 944 and 968, and all 928s. Mechanical speedos, as in the 911 to 1976, as well as the 912 and 924, are £140 plus carriage and VAT. Call us on 020 8863 2305.

Ancient speedo and/or odometer gears can crack, but it's an easy repair when you know how – and have the right parts and tools



PLANNING FOR THE FUTURE

Q About three years ago I bought myself a 2003 996-model 911 Carrera 4S from independent dealer Maundrell & Co in Oxfordshire, after reading one of your *Tried & Tested* reports on it in the June 2012 issue of *911 & Porsche World*.

It is a beautiful car, and has the added bonus of the so-called X51 Powerkit, which I think gives a sharper edge to the already considerable performance. In my three years of ownership I have done over 20,000 miles, serviced it three times, and installed Evans Waterless Engine Coolant – this after reading several other stories in the magazine.

All maintenance has been carried out by my local Porsche Centre, partly because of logistics for me, but also because of their competitive price structure. (Previously I owned a 911SC and used independent specialists, because they seemed better at solving any issues with that obviously much older car.)

Now my Porsche Centre is offering – for a very competitive price – to change my engine's IMS bearing to the later version, in other words the one that was used from 2006 onwards. Do you think this would be worthwhile? Or, if I am going to that kind of expense, should I simply have a larger and/or uprated after-market bearing installed by an independent? I must admit that I tend toward the former, if only because I would (presumably!) have some sort of guarantee



Ex-Maundrell & Co C4S has been a joy, says Alun Morris, and he hopes some preventive upgrades will keep it that way

from the Porsche Centre.

Anyway, my Porsche has been wonderful, and I want to keep it for as long as possible, and use it whenever possible; hence why I am taking these precautionary measures.

Alun Morris

A **Chris Horton, 911 & Porsche World:**

Thanks for your enquiry and kind comments about *911 & Porsche World*. I well remember how impressed I was by what is now your Carrera 4S when I tested it for the June 2012 issue, and naturally I am delighted to hear that you are enjoying it so much. I'm glad to hear that it has been so reliable, too!

With reference to your question, I would say that it depends to some extent on what the Porsche Centre is going to charge you for the work. (Although naturally it is interesting to hear that they are now even offering this service. Beyond periodically upgrading the bearing fitted to new cars, it seems to me that Porsche itself has never been overly willing to admit there was ever a problem in this area.)

Personally, and notwithstanding the effort involved, I now think there is a strong case for the pre-emptive replacement of both the IMS bearing and the crankshaft rear

main seal, or RMS – and certainly if the car is undergoing a clutch change that will require separating engine and the gearbox. (This job will bring the chance to inspect the clutch; it might be worth replacing that, too, if it is more than about 50 per cent worn.)

What you then replace the IMS bearing with is a slightly more difficult choice. Unsurprisingly your Porsche Centre is going to use only genuine Porsche parts, and in context I would have no problem at all with that. Original is best, and all that – and I assume that you will get some sort of warranty. Go to the 'right' kind of independent, though, and they will possibly be prepared to buy and fit an equivalent proprietary item from an after-market supplier such as Bearing Traders Ltd. The last such item that I bought – a precise match for one that came out of a 986-model Boxster – cost something like £11 plus VAT.

As for uprated after-market items, I am sure they do what they claim to. But they are quite costly, and until I hear that any one of them has covered, let's say, 250,000 miles, I will not be convinced that they are significantly better – and certainly more cost-effective – than either the Porsche part or the 'standard' after-market alternative.

993 PENETRATES THE GLOOM

I have finally got around to fitting the T-Light HID lights to my 993 – as briefly discussed in Q&A last month (page 113). What a difference, and a really straightforward job, too. It took only about an hour and a half, and that was including the installation of the sidelight LEDs.

I am really pleased with Bergvill F/X's

products, and the price was right, as well. I have attached a couple of pictures. They are not the best images, I'm afraid, because I shot them with my iPhone for convenience, but I hope they will give your readers at least an idea of the improvement they can expect from this kit.

Simon Hardy



911 DOOR CHECK-STRAP: A WARNING FROM HISTORY?

Not a technical query, this one; more a graphically blunt lesson in how *not* to look after your early 911, and then how not to 'fix' it. A classic bodge, basically. Hang your head in shame, then, if you were the owner or perhaps even the Porsche specialist who was responsible.

One of the almost universally overlooked tasks in servicing the earlier cars is to check the security of the two cap-headed screws retaining each check-strap mechanism to the inner front end of the door shell – and if necessary to tighten them. (The normal figure for an M6 screw is 10Nm, but due to the difficulty of getting even a low-scale torque wrench in there you will probably just have to set them as tight as you can with an Allen key.)

Over a period of time these screws can work loose, the resulting movement between the various components,

each and every time the door is opened and closed, setting up a number of tiny stress fractures in the relatively thin metalwork. And, as surely as night follows day, tiny stress fractures have a habit of becoming very big ones. Ask any aircraft engineer.

Leave it long enough – as in this 1973 911 2.7, below – and eventually the mechanism can literally tear itself free, leaving not only an unsightly, jagged mess that is impossible to repair satisfactorily without major (competent) surgery, but also the very real danger of the door opening too far, and further damaging both its own leading edge and the trailing edge of the front wing.

The photos below, taken during one of my many recent visits to Auto Umbau in Bedfordshire, show the lengths to which proprietor Robin McKenzie is having to go in order to make good the

damage to the car that one of his customers acquired last year. (And this was no mere restoration project, by the way; let's just say that it cost about the same to buy as a good late-model 997.)

First – having already removed and stripped the door for access to its internal structure – Robin needed to cut away that small part of the structure through which passes the check-strap's curved arm (just visible in the foreground in the middle photograph). This section, too, had been badly damaged by the hammering action, and would need to be painstakingly repaired.

This process revealed the damage to the inner part of the structure, but such was its previously unknowable extent that, in order to be able to deal with it satisfactorily, Robin then had to cut a further section from the outer shell. Both pieces

were excised – and will later be welded back – in such a way that the finished repair will be effectively invisible. And I will, of course, take further photographs, as and when, to prove the truth of that suggestion.

Interestingly, it is plainly not the first time that this problem has reared its head in this car. Rattling around inside the door shell, after Robin had unscrewed the check-strap mechanism, were the two shaped plates shown in the photo on the right. Our first thought was that some previous owner or repairer had fabricated these in order to beef up the surrounding metalwork, presumably after it had begun to split (calling to mind the old aphorism about horses and stable doors), but closer inspection suggests that they may well have been mass-produced.

Maybe, back in the day,

when 911s of this nature weren't quite the priceless automotive artworks that everyone now seems to believe they have become, this was the most practicable option – and certainly the cheapest. You might, though, want to check whether your £100K 2.7 RS 'tribute' has been subjected to similar indignities. And, given that this repair is going to cost around £600 all told, including paintwork and refitting the door, that the car you might be about to buy isn't in need of similar attention here. Forewarned is forearmed, and all that.

Torn metal inside 911 door was caused by check-strap screws remaining loose for years, but damaged area was accessible only by cutting open outer skin. Shaped plates (below) appear to be an earlier improvised attempt to solve the problem



NO 'GIVE' IN 993 SUSPENSION REVEALS ITS AGE

Q It's me again: Phil Wright in Lanzarote, with the 1995-model 993 Carrera 2! Sorry to bother you, but you have become my lifesaver, after all. Each time I come to you with a

problem you come back to me with an answer, and I order the necessary parts from the Porscheshop, and thanks to your experts' advice my mechanic here can carry out the necessary work. He is learning about the 911 quite fast now.

The latest problem is that

the car's ride is terrible. It bumps, crashes and rattles over poor road surfaces like never before – although is still fine on smooth Tarmac. At first I came to the fairly obvious conclusion that the suspension struts were worn out, after 20 years and 160,000km (that's around 100,000 miles), but when I push down by hand very hard on each wing there appears to be no 'give'.

I had always thought that if suspension units had failed they were weak and sloppy? Please could you tell me what the problem might be, and what parts I am likely to need. As ever, thanks in advance!

Phil Wright, Lanzarote, Canary Islands

A **Paul Stacey, Northway Porsche:** The suspension in 993s can become very hard and past its best over time as well as mileage. The dampers don't normally develop leaks or excessive play in the struts, though, and so will always pass the MOT test, but can become very harsh and crashy over rough ground.

Replacement dampers and springs are the way forward, and there is a multitude to choose from depending on your budget. Genuine Porsche dampers are more expensive than most after-market items, and don't perform as well. For around £1000 you can get a set of Bilstein HD/B6 units

which are height-adjustable, with H&R springs which will lower the car slightly and improve the ride no end. Or for about £150 less you can have a set of Koni FSD dampers which have a softer feel and perform very well, but are only height-adjustable at the front.

If you are more in tune with the way the car drives and handles, and you are thinking of doing a few trackdays, then the Bilstein PSS10 kit or a KW kit may be more suitable, although they are double the price. Both will be height- and rebound-adjustable. Once any of the dampers have been replaced I would advise a four-wheel alignment to get the most from your investment.



Phil Wright's 993 (not this one) still rides well on smooth Tarmac, but Lanzarote's rougher surfaces are little short of purgatory. Our suggestion: new (and ideally uprated) after-market dampers

THE EYE OF THE NEEDLE

It may not be quite as awkward – or as potentially dangerous – a problem as rusty brake pipes, but both the 996 Carrera and the 996 Boxster are now routinely failing their annual MOT tests because of corroded hydraulic unions in their power-steering supply and return lines. Here's how the professionals tackle it – and how you might even avoid the need for the work



Last month's 996 & Porsche World how-to, detailing the replacement of a 996 Carrera's brake and pump, was positioned toward the edge of what might be termed the 'OTR' (over-the-top) knowledge, then this story will surely be way outside it for all but the most determined and well-equipped – or the just plain desperate. Why, then, devote four pages of words and photographs to it? Because it is yet another seemingly ordinary but actually quite awkward technical issue that will surely affect a growing

number of 996 Carrera and 996 Boxster owners – if not all of them, in time. Knowing how difficult – and thus how relatively expensive – it can be to rectify might well encourage you to inspect your own car and, unless it is already too late, to carry out the appropriate preventive maintenance. It might even soften the blow of having to pay someone else to do the job for you. Forewarned is forearmed, and at that – and you will know what they have to deal with. What's more, that aforementioned preventive

maintenance could easily consist of nothing more complicated – or costly – than periodically taking off the car's right-hand front wheel, and spraying a short length of pipework with some suitable wet-dressed preservative. We reckon, then, that it's well worth passing on the required knowledge – even if you cannot necessarily use it directly. At the centre of the problem, in the proverbial nutshell, is nothing more complicated or sinister than good, old-fashioned corrosion. Sound familiar? Connected to the right-hand side

996 STEERING PIPE TAKES THE WRONG DIRECTION

Q I own a 'T'-registration 996-model 911 Carrera 4. Like many of its type these days it has failed the annual MOT test on corroded power-steering pipes, and having read your very helpful how-to story in the November 2014 issue I am in the middle of doing the repair work myself. I have many years' experience at what you might call the sharp end of the motor trade, albeit not often on Porsches.

Rather annoyingly, though – not least because the car is now immobile on axle-stands in my garage, with the old pipes effectively destroyed during the removal process – one of the new pipes I bought from Porsche doesn't fit. The problem is in the high-pressure line, where it bends round to run across the front of the car. It is only a relatively small discrepancy, but it's plainly not right, and will never look right. The lower-pressure return line seems OK.

Naturally I rang my local Centre's parts

department to query this, but was told that this is, indeed, the correct item for the car, and that they have never had anyone else raise this with them. I ordered the pipes against the car's VIN, and the part number on the paper label attached to the pipe reads 996 347 452 09.

John Barker

A Simon Petty, Cavendish Porsche: The reference number of the pipe you have apparently been supplied with is correct for this vehicle – as far as we can tell, anyway. The only explanation I can think of is that it has somehow been labelled incorrectly at the factory, or else further down the supply chain.

I suspect that your best approach will now be to take the two pipes to your Porsche Centre's parts department, and there actually show them the differences. Maybe that will persuade them to order another pipe, and see if that shows the same discrepancy.

Please let us know how you get on, though. Because if you still have problems then this is something that all of us likely to have to deal with a similar situation ought to be aware of!

PAYING THE PRICE – AND THEN SOME

Q I have been a subscriber to 911 & Porsche World for many editions, and have always enjoyed your technical 'how-to' stories, although my advancing years mean that now I leave all bar the most basic jobs to the experts.

Looking through some back issues recently, I came across your article from July 2013, detailing the repairs to a 996 Cabriolet's hood-tensioning cable. This was of special interest to me because I have owned a 996 Turbo Cabriolet since 2010, and shortly after buying it I experienced this same problem. Because the roof is an extremely complicated unit, and I live only a few miles away from a Porsche Centre, I took it there and they duly investigated and arranged a repair.

What astonished me is that your chosen specialist for that how-to article, Elite Motor Tune in Northampton, charged a total of only £179.52 including VAT, with the cable shown at £65.52. I don't know

precisely how the figures were arrived at, of course, but that would suggest two hours' labour at £57 per hour. I looked again at the invoice I was given by the Porsche Centre. Their labour charge was £840! The grand total for the job – in September 2010 – was no less than £1041.20 including VAT.

If we assume the Porsche Centre's labour rate to be £120 per hour, then it seems that they took seven hours to do a job that an independent specialist might have done in two. I know that there has been a lot of discussion about Porsche Centres versus independents, but it does make me wonder what they did for the other five hours – or were they using someone who was less dexterous than the technician at Elite?

Previously with my 993 Turbo I used Ray Northway and Peter Tognola, and after this experience I went back to Ray and Paul and the rest of the team at Beenham, who have looked after me faultlessly since then. I think Porsche Centres

have a place servicing new cars, and I believe they now offer a reduced hourly rate of £75 (plus VAT) for older ones such as mine, but I always prefer to let independents look after my older cars, not least because you have the opportunity to discuss the problem directly with the technician doing the repair. Thanks for an excellent magazine.

Michael Mobbs

A Chris Horton, 911 & Porsche World: I am naturally cautious about drawing too many conclusions from your experience, Michael, if only because no two repair jobs can ever be exactly the same. It does tend to suggest, though, that independents have what can best be termed a more realistic approach, especially when it comes to older cars. And, dare I say it without sounding too smug, that an annual subscription to 911 & Porsche World can potentially save many times the very modest cost!

TIGHTROPE TRICKS

Chances are that sooner or later one or other side of your 996 or 997 Carrera's sliding roof will start to look as though it's falling apart. But the cure will almost certainly be a great deal quicker and easier – and less expensive – than you might dare to hope



For a long time now, the 996 and 997 Carrera have shared a sliding roof mechanism that, while it looks like a simple affair, is in fact a complex piece of engineering. The roof is held in place by a series of cables and pulleys, and the entire assembly is designed to be both strong and lightweight. Over time, however, the cables can wear out or become frayed, leading to the roof sagging or even falling off. This is a common problem for 996 and 997 Carrera owners, and it's one that can be fixed relatively easily and cheaply. The fix involves replacing the worn cables with new ones, a task that can be done by a competent DIYer or a professional technician. The good news is that the repair is not too difficult, and the bad news is that it can be quite expensive if you don't do it yourself. But with a little patience and the right tools, you can get your roof back in shape in no time.

Read and save: Michael Mobbs says he was charged £1041 by a Porsche Centre for a repair to his 996 Cabriolet's hood-tensioning cable(s). Much the same task featured as a how-to in our July 2013 edition (above), with independent specialist Elite Motor Tune charging it out to the customer at £179. So, whether you do the job yourself or not, there is plainly much to be gained by doing your homework

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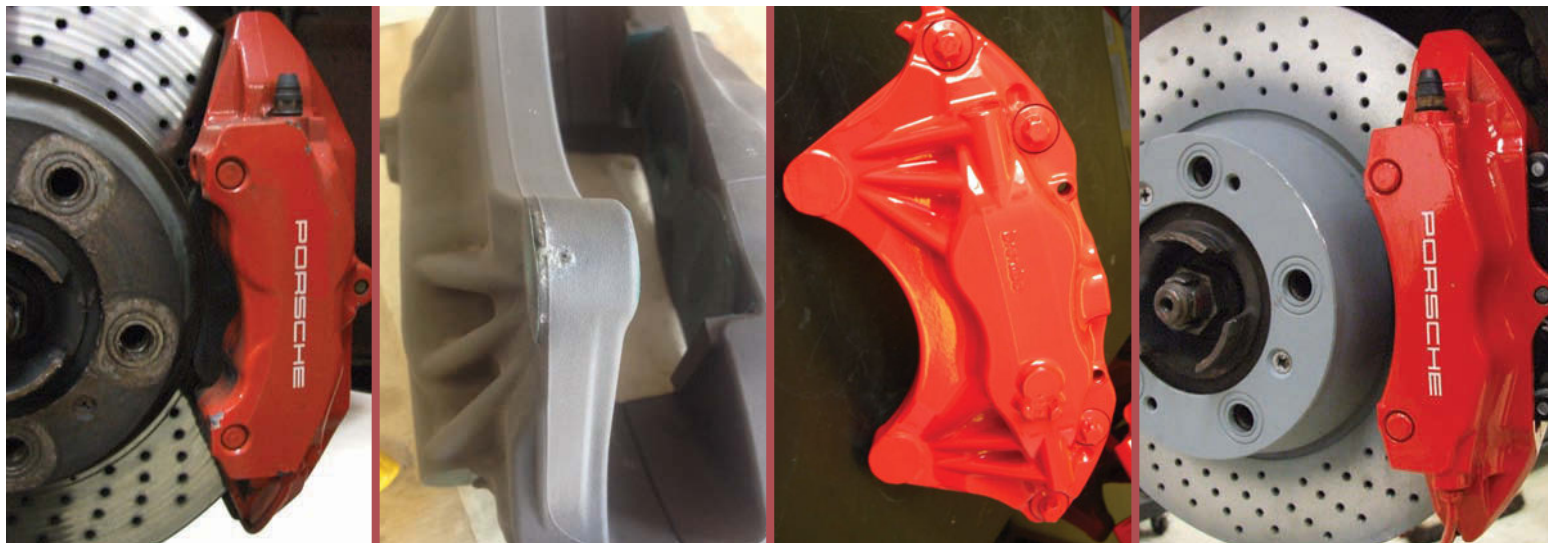
DETAILING SCIENCE: PART SEVEN

BRAKE
CALIPERS

TIME REQUIRED 3-5 DAYS

With the exterior of Project GT3 looking rejuvenated, and the interior in a similar state, it's time to attend to the details. The brake calipers may be working OK, but they look pretty shoddy. Time to restore them with a fresh coat of paint and apply new decals. Here's how

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Now that the car is looking splendid inside and out it is time to turn our attention to those parts which, whilst hidden away, really enhance the appearance and transform a great finish to a potential concours winner.

Although a faster job can be done with the calipers still on the car, the new paint will not adhere as well as if they are removed and fully stripped down to their component parts. From a mechanical perspective this also allows a competent specialist to change worn seals and refurbish pistons whilst off the car. In this case, Ian from Demon Finishers in Kemble, Gloucestershire has worked his magic on our brake calipers.

As you can see from the picture above left the calipers didn't appear to be too badly degraded, but once closely inspected a number of chips and brake-fluid stains were found so, once the calipers had been removed from the car, a selection of brushes and a combination of de-greaser and a fall-out remover were used to remove any grease, road grime and particles of brake dust which had built-up over the years of use and abuse.

Once cleaned, the brakes were stripped down to their individual components and the casings treated to an acid bath to remove the existing paint, leaving a virgin surface ready for further work.

Ian's next task was to prepare the metal to receive its fresh coat of shiny red paint,

so the bead blaster was used to key the surface and two coats of etch-primer were sprayed onto the metal and left to cure in his low-bake oven.

Then came the colour. Wanting to retain the original look of the car, the correct high temperature red was used and a total of three coats were applied to create a glossy, durable finish. Then the new 'PORSCHE' decals were applied by hand to complete the look.

After reassembly the now rejuvenated calipers were re-fitted to the car and, as you can see, the transformation is dramatic.

Next, we will turn to the wheels – as we all know, these can really make or break a car!

Thanks to Ian at Demon Finishers (demonfinishers.co.uk) for the photographs and allowing us to follow his work. **PW**

Left to right: Grubby original calipers were removed, stripped and etch-primed and then cured in a low-bake oven. New high temp paint applied, plus decals. Result!

Kit List

Chemicals: CarPRO Iron-X Fallout Remover (carpro.uk.com), BriteMAX Grime Out Degreaser (i4detailing.co.uk)
Hardware: Envy Detailing Brushes (envycarcare.co.uk)

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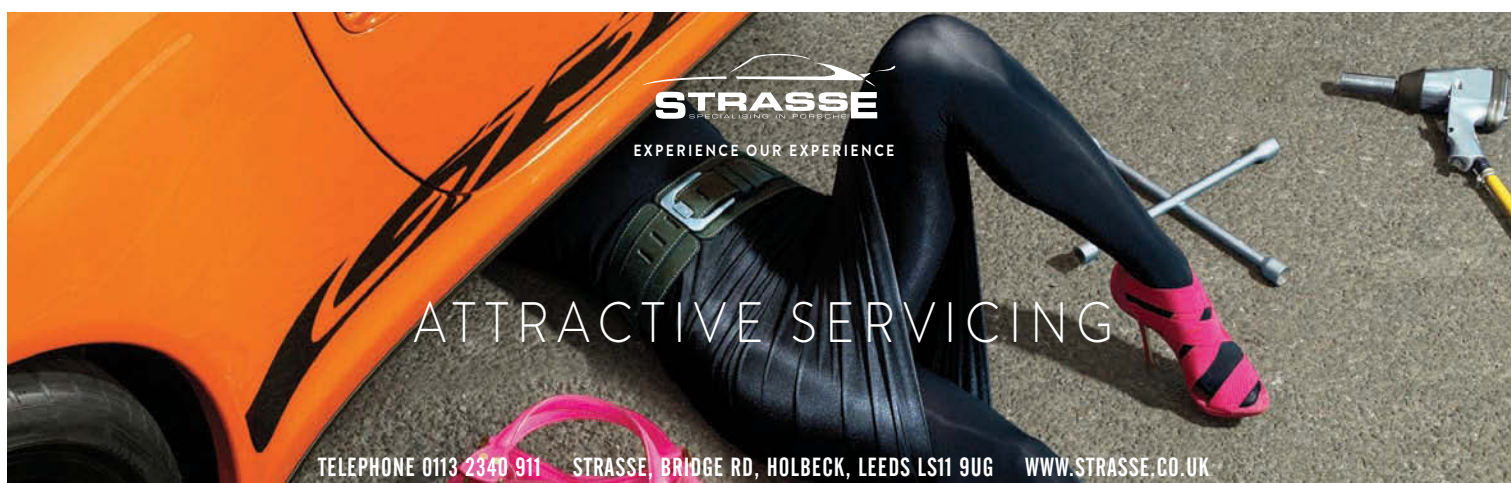
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991: 911 REVOLUTION

With the Gen2 991 on its way, and the 991 generation of 911 now over three years old, the time seems right to have a look from a secondhand perspective at what was only the third 'clean sheet design' 911 in its 52-year reign



WHAT TO PAY:

While secondhand 991s might still look pricey, it's all relative. The 991, you see, is an expensive car. Stealthily, Porsche upped the ante and it's very, very easy to spec a 991 C2S to over £100,000, and Targas etc to well beyond that figure. The earliest cars out there are 2012 models and there's a lot of low mileage stuff around too. Prices typically are in the £75,000 to £80,000 bracket, mostly with Porsche Centres, but some are filtering into high end dealers too. Best price that we could find was £59,995 for a C2S.

Remarkably, the 991 generation of 911 is only the third all new design that Porsche has considered necessary for the 911 in its 52-year history, and only the second since the 911 went water-cooled, with the arrival of the 996 in 1997. Of course, this being Porsche, we're talking evolutionary here, but even so the 991 was bordering on revolution when compared to what had gone before. Yes, the basic 911 shape and layout was familiar, as were the rear-mounted flat-six engines, but the 991 came loaded with ever more technology and, most significantly, was dimensionally bigger, in keeping with buyers' expectations for a contemporary car.

The big number to remember here is that of 100. OK, that's a big number in isolation, but when ending with mm, 100mm doesn't sound like much at all, but that's what Porsche extended the wheelbase of the 991 by to create the most stable 911 yet. Allied to a wider track front and rear, and Porsche all but banished the 911's more inappropriate handling traits, while retaining its massive grip levels, thanks to the rearward weight bias.

Makes sense really: longer track equals better stability.

More controversial, perhaps, was the addition of electronic power steering, which, needless to say, had the 911 purists aghast. Blame the need for marginal gains in fuel economy that such a system delivers, not to mention ease of packaging, with no need to worry about hydraulic lines etc.

Porsche didn't give up on the manual gearbox for the 991. No, instead it developed a manual version of the seven-speed PDK, with seventh a massive overdrive gear for economy. Wow! a seven-speed manual – that should keep the hardcore manualists happy. You would have thought, but the result was not one of Porsche's finest manual 'boxes.

PRODUCTION AND MODELS

At its launch in early 2012, the 991 range consisted of just the base Carrera and the Carrera 2S in both Coupe and Cabriolet styles. More models would of course follow. Prices started at £71,000 for the base C2 model, but the reality is, to get the 991 up to a habitable

and resaleable specification, required about another £20,000 worth of option box ticking.

Typically the C2 and C2S came with two different engines. Unusually, perhaps, the C2 arrived with an engine capacity smaller than that of the outgoing 997 C2: 3.4-litres as opposed to 3.6-litres, but, as Porsche pointed out, more power at 350bhp over the 997 C2's 345bhp. Torque was down though for the 991 at 287lb ft at 5600rpm, compared to 288lb ft at 4400rpm for the 997 C2. The difference may be slight, but it's where the power is delivered that counts, or in the case of the 991, over 1000rpm up the rev range, which is something that you really notice on the road. The 991 is very peaky compared with the 997 C2.

Not so the 3.8-litre 991 C2S engine, which features a much more fulsome 400bhp and 325lb ft of torque at 5600rpm. Normally, being the purists that we are, we would recommend the base model, but the reality is that you have to work it just too hard on the public road, and it becomes rather tiresome.

As you would expect, the 991 settled into



991 interior is top notch in terms of quality. Most will be well spec'd. Leather seats are, of course, a given. If it hasn't got the PCM unit, then walk away. Leather door cards and dash top are desirable too

Porsche's established launch pattern, with the Carrera 4 and Carrera 4S arriving in 2013. Both featured identical power outputs, while the C4S, of course, had the wider bodyshell, that would be seen on the forthcoming Turbo. Various performance options were available, taking the engine power up to 425bhp, but perhaps the biggest 'well we didn't see that one coming' moment was the arrival of the 991 Targa, with its retro Targa hoop styling and amazing retractable roof system. For years the Targa had been a slightly goofy looking niche model in the 911 line-up, and now it was suddenly being feted as the best looking model in the range, with a cool factor of eleven.

Completing the model line up (991 Turbo and GT3 aside) is the GTS, which was launched in Autumn 2014. This more driver focussed 991 is available in two- and four-wheel drive, with wide body styling and 425bhp. A Cabrio version is also available.

The Gen2 991 is now on its way, and with a new range of turbo only engines.

STYLING/BODYWORK/INTERIOR

Styling? What styling? Sorry, we're being a little sarcastic are we not, but c'mon, it's a 911 and so it looks like, well, it looks like a 911, albeit one that is ever so slightly stretched. In evolutionary terms it's lighter than the 997 at 1455kg v 1415kg for a similar PDK equipped C2S. A base 991 C2 weighs even less at 1380kg. How has this been achieved? By extensive use of aluminium (doors, bonnet, front wings, roof) and careful weight saving on components throughout.

As the 997's interior was a step up from the 996, so the 991 moves things on again, with superb build quality and materials, all dominated by the signature Porsche style centre console. Most will be well spec'd, with leather dash and door cards, plus the essential PCM nav/radio/iPod system. Put simply, buyers couldn't afford not to spec up a 991 interior if they ever expected to sell it, so secondhand buyers will really benefit here.

SPECIFICATION

Porsche 991 C2S

Engine: 3800cc flat-six
Transmission: 7-speed manual/PDK
Max power: 400bhp at 7400rpm
Max torque: 369lb ft at 5600rpm
Brakes: Vented discs. 340mm/330mm front and rear
Wheels & Tyres: 8.5x20in (f), 11x20in (r). 245/35xZR20 (f), 295/30xZR20 (r)
Weight: 1415kg
0-60mph: 4.1 secs
Top speed: 193mph

WHAT THE PRESS SAID

"On the face of it, the new Porsche 911 may seem like a softened, sanitised option. In fact it's just more competent; better riding, better handling, more usable, more refined – and at the end of the day, just as wonderful as ever"

Autocar, January 2012

"With the 991 you have two distinct cars in one. Leave it in normal mode, and with PDK especially, you have a relaxed GT car. Anyone could drive this car. But hit the relevant buttons and the 991 morphs into a pseudo-GT3 challenger"

911 & Porsche World, April 2012

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Opposite and below: It's a 911! Most recognisable sports car silhouette of all time was further refined with the 991. Wheelbase is longer by 100mm than previous 996/997



TECH: BUYERS' GUIDE

ENGINE

As mentioned, engines come in 3.4-litre and 3.8-litre variants. As is usually the way with these things, it's the larger engined S model that is the most popular, and on this occasion we would recommend that as the model of choice. It's not so much the extra 50bhp (400bhp v 350bhp), but the extra torque that you'll notice. Both give serious performance, but you have to work the smaller engine a lot harder and being in the upper reaches of the rev range all the time is tiresome. The S will crack 190mph, while the C2 will almost make it, and both will hit 0-60mph in comfortably under 5secs. Again, you'll be working the 3.4 engine a lot harder to get there.

Needless to say both feature direct fuel injection, on demand oil pumps and a host of other efficiency benefiting technologies including stop-start. What isn't known, as yet, is where this current generation of Porsche engine figures in terms of reliability. We would hope that the weaknesses of the M96 and M97 engines have been addressed, but as yet, few 991s have racked up any sort of significant mileage.

TRANSMISSION

Seven is the significant number. That's seven-speed PDK or seven-speed manual. Both 'boxes feature the same ratios, but one you shift yourself, and for the first time we would recommend the PDK option. Why? Because the manual just isn't an intuitive gearbox to use, which spoils the

whole interaction. The PDK, meanwhile, maximises performance and economy worked across two to three different modes (depending on whether Sport Chrono has been spec'd), and features a coasting function, whereby the gearbox decouples from the engine when you lift off the throttle at motorway speeds.

CHASSIS

Potentially the 991 has got it all going on chassis-wise, but that rather depends on the options that have been ticked. This stuff is out of sight and so out of mind, compared to, say, 21in wheels, which everyone can see – benefit or otherwise. Of all the suspension options likely, PASM (Porsche Active Suspension Management) is most likely, while PDCC (active anti-roll bars) and PTV (Porsche Torque Vectoring) are perhaps seen as a bit esoteric. Fortunately, the sweetest riding/handling 991s that we've encountered have been passively sprung.

CONCLUSION

The 991 is a more grown up and composed 911, more of a GT than an outright sports car. That's no bad thing, and what customers demand these days. It doesn't excite in quite the same way as its predecessors in all situations. To get the full 911 effect, you need to be working it hard, but then that's no great hardship is it? We'll take ours in Carrera 2S spec, please. Someone pass the piggy bank... **PW**

Below: The 991 Targa, with its retro inspired styling, was a surprise smash hit. Indeed, many reckon that it's even better looking than the Coupe

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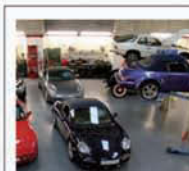
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Offers P0415/002

REGISTRATIONS



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GT03 DKT

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£1000 P0415/017

TRIED & TESTED

With 911 & Porsche World's consultant editor, Chris Horton

911S 2.4 1973/'L' 106,845KM (RECORDED) £192,000

I like Ludovic Parayre. I arrived to drive his 1973 911S in my own 1987 BMW 525e, and he was immediately far more enthusiastic about seeing once again what he calls one of Munich's most iconic cars – despite its work-in-progress appearance – than I was, at that precise moment, about the prospect of assessing another of Stuttgart's finest. 'I love these "etas",' said the personable Parisian, who spent a number of years working for BMW here in the UK, before setting up on his own in 2010 to sell high-end classic cars and bikes. 'They are so stylish and so comfortable – and so economical, too.'

Well, yes, they are. But thank you, anyway!

Don't get me wrong. My ambivalence toward M Parayre's Porsche was derived in part from the ever-increasing 'value' (see above) such models seem to command these days (and that's not because I shall never be able to afford one; more because *almost no-one else* will ever be able to, either). But in larger measure because I had been suffering a bout of weapons-grade flu for a fortnight. The way I felt just then you could quite literally have *given* me a car like this, and all you would have got was a mumbled 'OK, thanks. Just leave it somewhere over there, please'.

Soon, though, we are deep inside the breathtakingly large and plainly maximum-security storage facility at Bicester Heritage – itself a Grade II-listed aircraft hangar, built during the mid-1920s – where Parayre and many other collectors and dealers now keep their treasures. And I start to perk up. It would take a heart of stone to suggest that the 'S' looks anything other than stunning. I am struggling to tell if it is a beautifully kept low-mileage original, or a nut-and-bolt restoration, and when I am then told that the latter process was carried out by Mikey Wastie and his team at nearby Autofarm I get the picture in an instant. This *must* be something special.

I say nut-and-bolt restoration, but that might paint a somewhat misleading picture. Certainly the car has been completely stripped and rebuilt – with a large number of brand-new original Porsche parts – and quite plainly repainted. It spent the bulk of its previous life in Sicily, though, and as a result was entirely rust-free; unsurprisingly it was just the cosmetics that really let it down. There was also some old and very minor accident damage at the front, reports Mikey when I talk to him later, but with the wings off that was merely a formality to fix.



Later on in the rebuild, both Mikey and Ludovic resisted the temptation – all the greater when you start with something so sound – to over-restore the car. Hence the doors' window frames retain one or two scratches, perhaps from an owner's wedding ring; the interior door releases are slightly 'patinated'; and the right-hand side of the fascia top has a couple of hairline splits from exposure to Sicilian sunshine. The seats, complete with their distinctive houndstooth centre panels, have been retrimmed, and by the look of it the headlining replaced, but even the carpets were good enough to be used again.

If the paint is the expected flawless Autofarm job, then mechanically the car is better still. Again Mikey and Co kept most of the original suspension, steering and brake components – checking, of course, for wear or other damage that might have compromised their performance – but both engine and transmission have been through the Autofarm mill, and so are as good as new; probably better. The flat-six starts easily, hot or cold, and quickly settles down to a steady idle, and even I, a long-time 915-sceptic, am immediately enchanted by the silky-smooth and accurate gear shift. The car rides so extraordinarily well, too, even on the rather rough surface of the adjacent taxiway.

I think I am beginning to 'get' these iconic Porsches. I just hope that whoever is lucky enough to buy this one is also perceptive enough to realise that they have one of the world's truly great driver's cars, not just an investment opportunity. **PW**

Fully restored 1973 911S has iconic Blood Orange paint, and a black interior with 'houndstooth' fabric for the centres of the front seats – all as it would have been 40-plus years ago.

The headlining, too, is in the original off-white colour.

Fuchs wheels have been refurbished to a

similarly high standard, and fitted with period-correct Michelin XXV tyres: those are rather tall by today's standards,

but also pliant and comfortable, and still more than grippy enough. There is no sunroof – very much a plus as far as this writer is concerned – and currently no radio, either. Again a plus: lower a window

and listen to the silky-smooth

Autofarm-built flat-six if you want some genuine in-car entertainment.

(There are a couple of sound clips on the relevant section of Lap 63's website.)

You might want to consider rear-view mirrors, though, and certainly if you intend to drive the car here in the UK. There is at present only one exterior device, on the left-hand (ie driver's) side, which leaves you potentially rather vulnerable to traffic coming up on the right-hand side.

Hardly a deal breaker, though, in a vehicle which in every other respect is so extraordinarily appealing

CHECKLIST

BACKGROUND

An originally Italian-market 2.4-litre 911S; spent the bulk of its life in sunny Sicily, before being brought to the UK for restoration during 2012. That process, begun in January 2013, and culminating in November 2014 (the finished car was one of the star exhibits at the inaugural London Classic Car Show at the ExCel venue in January), included a repaint, and a complete engine and transmission rebuild, all in the immensely capable hands of Autofarm, but crucially the retention of certain items that contribute immeasurably to the car's patina; its 'soul', if you like (see main text)

WHERE IS IT?

Ludovic Parayre is based in west London, but the car is stored at the burgeoning – and itself fascinating – Bicester Heritage site in Oxfordshire, not far from Junction 9 of the M40. Viewing is by appointment only, although you can in the meantime see some truly stunning extra images at Lap 63's website: www.lap63.co.uk

FOR

How long have you got? Specification, colour, condition, history and provenance – and, even at this already rarefied price, investment potential. And this is very clearly a thinking man's restoration: if Mikey Wastie is happy with its 'ethos' – and he is – then I defy anyone else not to be equally impressed. Oh, and the car drives BEAUTIFULLY

AGAINST

I know what you are probably thinking, because I certainly am. Is a 2.4-litre 911S *really* worth nearly a fifth of a million pounds? Well, yes, or thereabouts. For those of you with the wherewithal, the vision and perhaps even the courage, however, that will not be an issue

VERDICT

I surprised myself, and fell in love with this exquisite 911S in an instant. I think you will be hard-pressed to find better

VALUE AT A GLANCE

Condition	●●●●●●●●
Price	●●●●●●●●
Performance	●●●●●●●●
Overall	●●●●●●●●



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PARTS



Porsche 964, 993 rev counter face dial rotated scale

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4 Carrera S wheels

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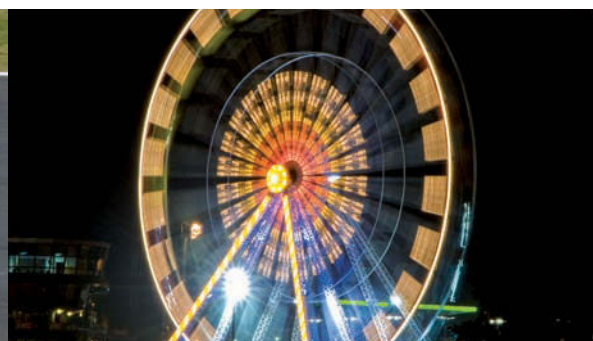
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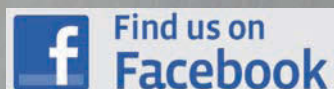
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